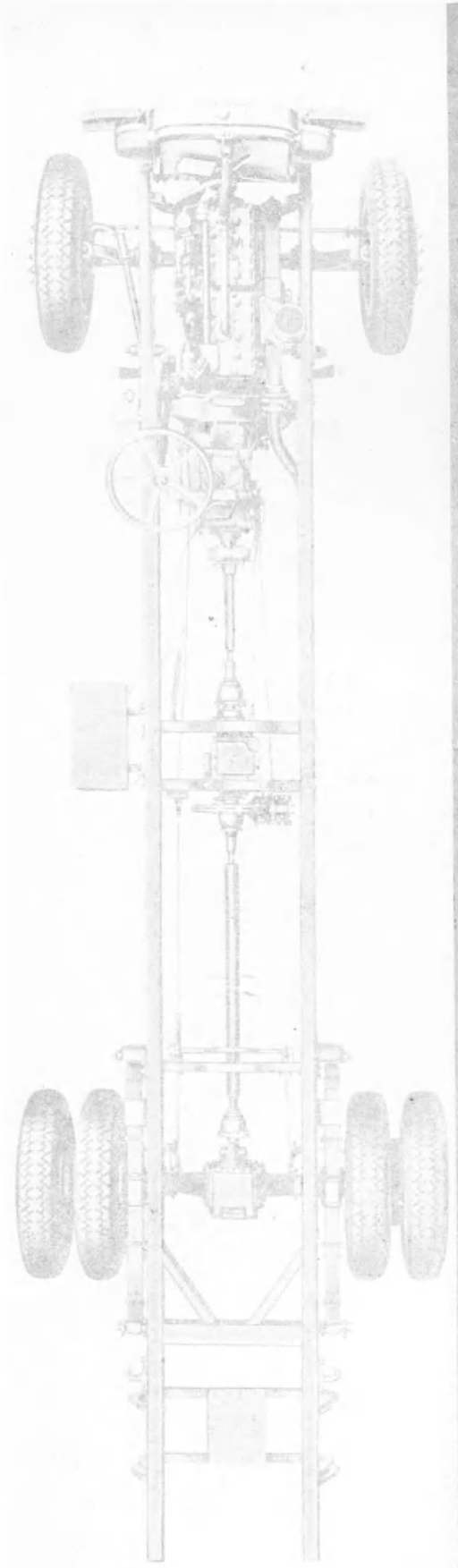
COMMERCIAL CAR JOURNAL

and OPERATION & MAINTENANCE

NOVEMBER 1929



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THE Autocar Ranger is a high-speed 6-cylinder unit of true Autocar stamina and quality. It is designed specially to deliver continuous, trouble-free service for modern retail and industrial organizations which serve a large number of outlets from a central distributing point. Such operators, who must haul speedily *every* day to distant markets, all find this unit entirely adequate and satisfactory.

Autocar Ranger sales are the best proof of the remarkable fitness of this unit for the class of work it is sold to handle.

You are invited to write for specifications and complete information. The more you know the practical side of your business, the more these specifications will impress you. Please state, when writing, whether you are interested as a prospective user or as a prospective Autocar Dealer.

AUTOCAR TRUCKS

THE AUTOCAR COMPANY

ARDMORE PENNA. EST. 1897

COMMERCIAL CAR JOURNAL
AND OPERATION & MAINTENANCE

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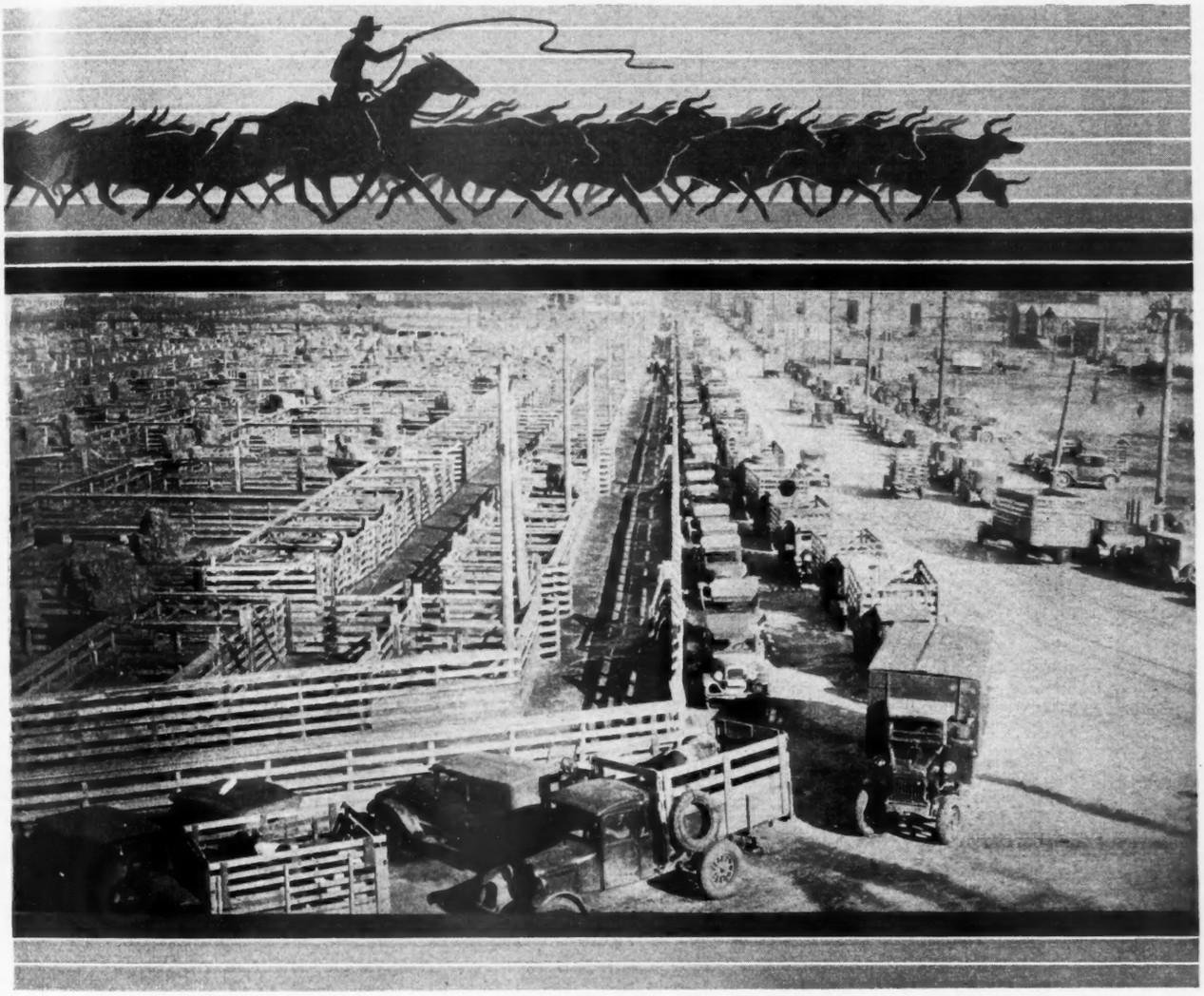


The motor truck has won the gratitude of farmers who depend upon livestock for part of their livelihood.

The total tonnage of livestock shipped by truck to the 17 central markets during 1928 was estimated at 3,400,000,000 lb., representing 12,193,058 head, and a total value of more than $350,000,000. Thus every business day in the year an average of more than $1,000,000 worth of livestock was hauled by motor truck to the central markets.

Back in 1927 the receipts were 8,393,101 head; in 1926, 6,890,456, and in 1925, 5,378,868. The 1928 total was an increase of 127 per cent over 1925.

The extent to which the truck is competing with the railroads on this class of freight is indicated by the experience of Sioux City. In 1924 livestock receipts by railway totaled approximately 4,300,000 head and by motor truck 550,000, but in 1928 receipts by railway dropped to 2,400,000 head, while motor truck receipts increased to 1,700,000.

The farmer has received most of the benefits of this new mode of marketing livestock. His delivery cost is less than by railroad; he can dispose of his animals when they are ready for market, instead of wasting feed on a few to keep them in shape while others are being fattened; he suffers less loss through shrinkage, and because of speedy delivery he can take advantage of the best market prices.

The credit for these benefits belongs to the motor truck, and its success in this field of transportation is due solely to its economic desirability.

THE REVOLUTION IN

Dry-Ice comes in marble-like cubes. It evaporates as carbon dioxide gas

Water-Ice Method of Transporting Perishables by Truck Due for Complete Overthrow, With New and Lighter Equipment Carrying Greater Payloads

By George T. Hook

THE transportation of perishables by motor truck is now undergoing a revolutionary change. A new method of refrigeration is supplanting the old water-ice method and is resulting not only in greater assurance that perishables will reach their destination in excellent shape, but is enabling truck users to carry greater payloads, equip with lighter bodies, and to operate their equipment more economically. The repercussions of this revolution have been felt among truck dealers and salesmen because the new developments have exploded the foundations on which the truck trade heretofore has reared its structure of transportation recommendations to vocations needing refrigerated equipment.

The more alert truck dealers and salesmen have built their selling arguments on the new foundations, but the vast majority have still to learn what all the joyful shouting is about. And there is ample cause for jubilation. On the one hand, operators in certain vocations have at last found the very thing they have wanted ever since the first time that brine corroded a chassis. On the other hand, the trade sees that somewhere in the neighborhood of 100,000 trucks used in hauling perishables such as ice cream, dairy products, meats, etc., are rolling over highways with obsolete body equipment, which if replaced with the new idea would mean greater operating efficiency and economy.

Offhand this might seem to be merely a godsend to body builders, but we need not point out to dealers and salesmen the course they should pursue when it is found that a 3-ton truck can accomplish the job a 5-ton truck is doing, and a 1½-ton the job a 3-ton is handling. Such is actually the case under the new order of things.

For a while it was thought that electric refrigeration would stage a revolution of its own in the truck industry. But so far it has proved to be a squib because of dissatisfaction due to failure of the mechanism to withstand road shocks incidental to heavy-duty operation. Engineers now are striving to devise a rugged piece of electrical refrigerating equipment which will bear up under the extreme conditions encountered in truck operation. It is probably safe to predict that in time the industry will see lighter, more compact and more efficient electrical refrigerating equipment for use on trucks. But, considering developments in their present state, the effects of electrical refrigeration on truck transportation of perishables can only remotely compare with the effects already accomplished by the new commercial refrigerant known as solid carbon dioxide, which is being marketed on an ever increasing scale as "Dry-Ice," the registered trade mark of the DryIce Corp. of America. Dry-Ice is more the revolutionist than electricity.

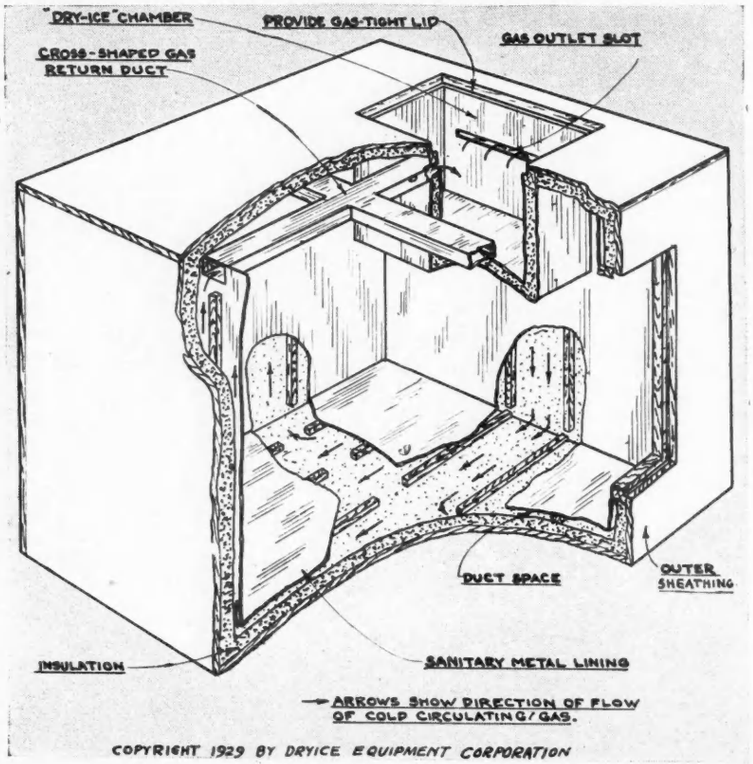
In appearance a cake of Dry-Ice is like a block of clean, closely packed snow. It is 145 deg. colder than water-ice, the Bureau of Standards giving it a rating of 114.5 deg. Fahr. below zero. Its density is about 50 per cent greater than that of water-ice. Instead of melting into water it disappears as carbon dioxide gas, a non-poisonous, non-combustible vapor, the same gas which is used in charging all carbonated beverages. A 40-lb. piece of Dry-Ice placed uncovered in a store window in mid-summer will last about 28 hr., it is estimated, and in an approved insulated storage box it will lose less than 10 per cent of its weight each 24 hr. In quantity purchases the cost is 5 cents per pound.

Considered from the viewpoint of the truck industry this mobile refrigerant has a number of highly important advantages which recommend it immediately: (1) It takes up less space since 1

REFRIGERATION

lb. of Dry-Ice refrigerates ordinarily as much as 15 lb. of water-ice. (2) Consequently there is also a saving in weight, all of which results in (3) the ability to transport a greater payload. (4) Routes of ice cream trucks, for instance, can be lengthened and (5) the number of stops per load increased because such trucks refrigerated with Dry-Ice use pneumatic tires and travel faster and with less labor. (6) Saves on spoilage because, being non-mechanical and foolproof, it can be relied upon to keep products in perfect condition. (7) Eliminates corrosion, due to absence of brine, and thus reduces repair bills. (8) Cuts loading time almost in half. (9) Is more sanitary, which makes for more attractive equipment and cleaner drivers.

Most of these advantages—and in some cases all of them—are applicable to the hauling of ice cream, dairy products, meats, frozen fish, frozen fruit and fresh fruit. The ice cream business, because it enjoys all these advantages, will be the best one to furnish facts that illustrate the actual benefits to be derived by substituting Dry-Ice for water-ice and salt.



in the brine tank and that under the new method 85 lb. of Dry-Ice sufficed, the gross load carried on the chasis was reduced to 5625 lb. from 6400 lb.

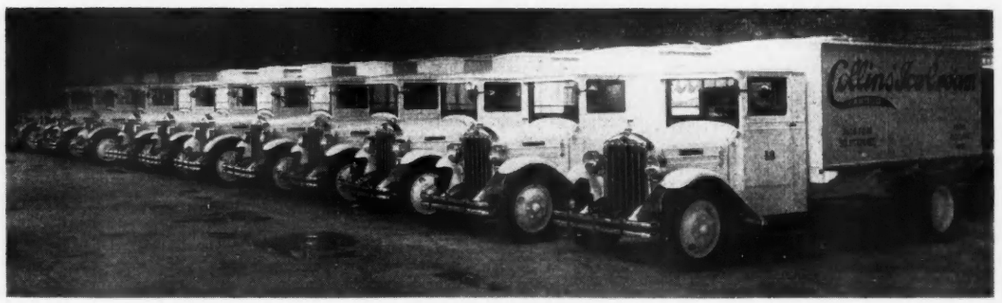
This same 450-gal. job formerly covered a 35-mile route and made 80 stops. Today it covers a 60-mile route and makes 120 stops.

Similar efficiency and economy have been achieved as follows: 260-gal. job—body weight reduced from 2800 to 1700 lb. and payload increased from 1500 to 1820 lb.; 1500-gal. job — body weight reduced from 6200 to 3400 lb. and payload increased from 8750 to 10,500 lb.; 2000-gal. job—body weight reduced from 6800 to 5600 lb. and payload increased from 11,550 to 14,000 lb.

The change in the 2000-gal.

Fig. 2
Left: Close-up of details of duct arrangement with cross return

Fig. 3
Below: These 2-ton chassis with 440-gal. Dry-Ice bodies are said to do the work of 3½ to 5-ton trucks in providing fast and economical distribution



The truth is that the ice cream industry, because of the immediate economies that can be effected, has taken solid carbon dioxide to its bosom more generally and with greater fervor than any other. In taking advantage of this refrigerant, two courses have been open to operators in the ice cream business: first, to replace water-ice-and-salt bodies with lighter bodies especially designed for Dry-Ice use, and second, to replace both chassis and body with a lighter chassis and lighter body. The latter course, it is logical to assume, is being followed only where equipment has been depreciated and would be replaced if solid carbon dioxide were non-existent.

The experience of the Colonial Ice Cream Co. of Philadelphia is perhaps typical of how ice cream companies are taking immediate advantage of the new refrigerant. According to Calvin S. Jones, superintendent of motor equipment, the Colonial company has Dry-Iced 18 of the 35 units used in making deliveries. The changeover consisted simply of building lighter, well-insulated bodies with provision of a Dry-Ice container at the top. For instance, in a 450-gal. job a 3300-lb. ice-and-salt body was removed and a 2600-lb. body substituted. This made possible an increase in payload to 2940 lb., as compared with the previous payload of 2100 lb. Taking into consideration that the old method of refrigeration required approximately 1000 lb. of ice and salt

A WEIGHT-SAVING COMPARISON

Ice Cream Capacity in Gallons	Approx. Lb. Ice & Salt in Brine Tank	Type of Chassis	Approx. Body Weight	Total Weight Body and Ice	Approx. Lb. Dry-Ice Used in 24 Hours	Type of Chassis	Approx. Body Weight	Total Weight Body and Ice	Total Weight Saved with Dry-Ice
250	675	1½-ton	2075	2750	60	1 -ton	1800	1860	890
300	780	1½-ton	2350	3130	65	1 -ton	1900	1965	1165
350	880	2 -ton	2550	3430	70	1½-ton	2200	2270	1160
400	960	2½-ton	2750	3710	80	2 -ton	2400	2480	1230
450	1100	2½-ton	2900	4000	85	2 -ton	2600	2685	1315
500	1300	2½-ton	3000	4300	90	2 -ton	2800	2890	1410
600	1500	3 -ton	3300	4800	95	2½-ton	3100	3195	1605
750	1875	3½-ton	3700	5575	100	3 -ton	3500	3600	1975

IF an ice cream company were considering replacing equipment the above table would give the truck salesman soliciting the business a fair idea of the weight-saving advantage of Dry-Ice over water-ice and salt, as between two types of modern insulated bodies. In the comparison the figures dealing with bodies using Dry-Ice were furnished by the DryIce Corp. of America, while those using salt and ice were procured from a reputable body maker who has been successful in selling modern refrigerated bodies of very light construction. A good idea of the economies involved is immediately apparent in the fact that in the case of Dry-Ice a body and refrigerant weighing a total of 2890 lb. are put on a 2-ton chassis and take care of a 500-gal. payload, whereas with ice and salt 3430 lb. are put on a 2-ton chassis to handle only a 350-gal. payload.

It should be noted that the bodies compared do not provide in their construction for a crushed ice and salt compartment to take care of retailers not having modern mechanical refrigerating units. It was the only way to make an equitable comparison. It should also be noted that design and construction of water-ice bodies vary with builders, so that local conditions may enable salesmen to make an even more striking weight-saving comparison.

job just mentioned also effected a cut in delivery time. Whereas formerly it made four trips a week on a lengthy rural route, today it makes three trips and delivers approximately the same amount of ice cream. Additional economy and efficiency are achieved in that heretofore the truck, after reaching the end of its route one day, would have to be re-iced and re-salted for the return trip the next day. Now a quantity of Dry-Ice sufficient to last the two days is put in originally and eliminates the task of emptying the brine tank and refilling it.

All in all, results with Dry-Ice

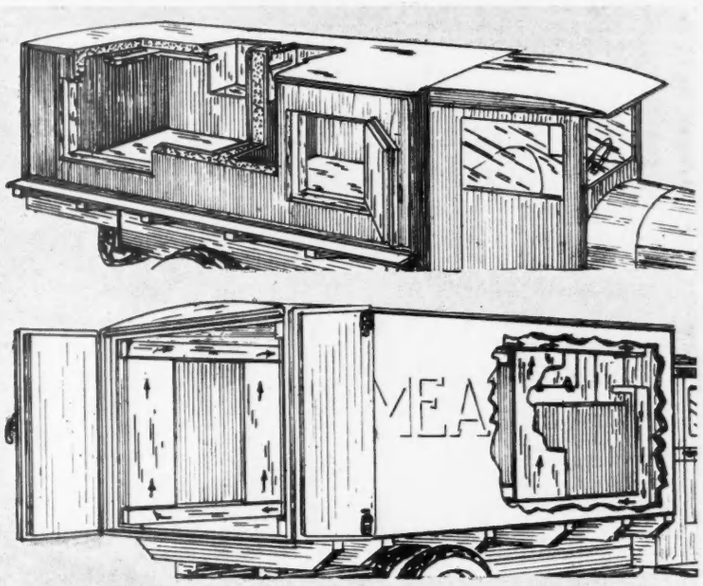


Fig. 4
At right, above: A cutaway view of a Dry-Ice ice cream body

Fig. 5
At right: Dry-Ice truck body for unfrozen foods. Arrows indicate direction of flow of cold circulating gas

Fig. 6
Interior view of Dry-Ice truck box

have been so extremely satisfactory that Mr. Jones said he would have 80 per cent of his equipment changed over by the end of this year.

Many progressive meat dealers are also finding this new refrigerant of great advantage in the distribution of meat by truck. In the meat industry there are two methods of applying Dry-Ice: first, by means of a completely insulated body, and second, by means of a truck box.

A body of the completely insulated type (Fig. 5) is used when it is necessary to transport large amounts of meat and where advantage can be taken of the display value made possible through the construction of such a body. A truck which has a capacity of 4000 lb. of meat requires approximately 70 lb. of refrigerant for 24 hr. to keep a temperature of 45 deg. Fahr.

Where routes do not require a large insulated body, the Dry-Ice truck box (Fig. 6) is used. This box is in reality a small replica of the complete body. It will carry about 1000 lb. of meat and consume approximately 25 lb. of Dry-Ice every 24 hr. Such boxes are advantageous in that they provide refrigeration without affecting vehicle carrying capacity.

There are several benefits in which those engaged in meat distribution are particularly interested. The atmosphere of carbon dioxide gas which the Dry-Ice provides is said to have a very beneficial effect on the meat; there is practically no loss of "bloom." Loss through shrinkage of the meat product in warm weather is reduced to a minimum, spoilage and trim are eliminated, and so are the repair bills, which are almost always in evidence when water-ice is used. Trucks of a Philadelphia meat packer equipped with the insulated truck box average 100 stops a day, and although the refrigerated vault is opened at least 100 times daily, an average temperature of 35 deg. was maintained throughout the past summer. The cost of the refrigerant was approximately 3 cents an hour.

The DryIce company estimates that a completely insulated meat body with a capacity of 4 tons of meat requires 90 lb. of refrigerant for 24 hr. and 180 lb. for 48 hr., and that trucks equipped with meat boxes of 1500 lb. capacity require 40 lb. for 48 hr.

It must be emphasized here that no matter what vocation uses Dry-Ice, the design of the body used will determine whether or not the greatest degree of economical operation is attained. In fact, economy is so completely dependent upon the body that the DryIce Corp. of America has a subsidiary known as the DryIce Equipment Corp. which has done and is doing refrigeration engineering work, and which, as a result, has designed truck bodies embodying engineering principles that enable the operator to get all the benefits out of Dry-Ice.

An inspection of the accompanying cutaway sketches will show the details of the design on which the DryIce Equipment Corp. holds basic patents. The design (note Fig. 2) really calls for a body within a body, the two being separated by narrow strips that form a duct space in which the refrigerant—carbon dioxide gas—circulates. As the Dry-Ice evaporates, the gas passes through an outlet slot in the Dry-Ice chamber. Being heavier than air it descends a side-wall duct space to the bottom and then, as it is warmed, it rises between the other walls and returns to the chamber by means of a cross-shaped duct. This gas, which fills the space between the inner and outer bodies, is in itself an insulating layer because radiant heat meets with high resistance in passing through carbon dioxide gas.

This design together with proper materials enables the operator to achieve the four most important characteristics of an insulated truck body: Highest possible efficiency, lightest possible weight, least moisture-absorbing tendency, and permanence.

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AFTER THE SALE

Truck Dealer Executives Relate Methods They Use to Increase Shop Volume and Maintain Good-Will for Repeat Sales

By Martin J. Koitzsch

DEALERS generally are in agreement as to the value of selling service after a truck has been sold, but here their unanimity ceases. Some dealers manage to get a large proportion of their customers to come back for service, others succeed in holding only a comparatively small amount, and still others, for various reasons, are entirely indifferent about the matter. This wide variation may be assumed to be a measure of the dealer's determination to get and hold this business.

There are two advantages of getting a large percentage of customers to come back for service: first, to increase volume of service sales and profits, and second, to maintain customer good-will and so help truck sales.

These benefits are certain to accrue. The sole problem is how shall a dealer organize his forces and proceed to bring his customers back to his shop for service?

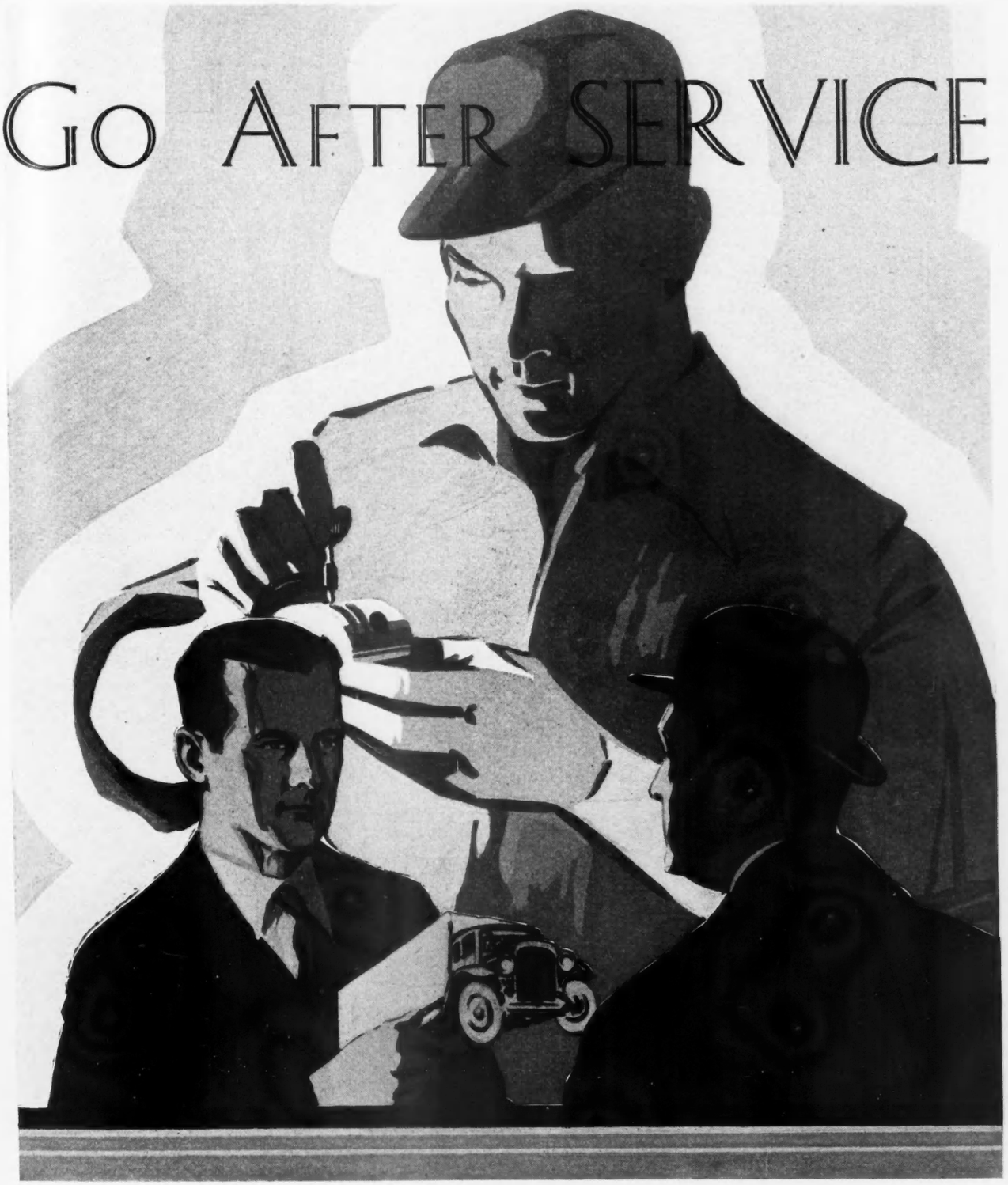
A dealer planning to concentrate on customers after the sale can follow any of several lines of contact. He can approach the customer by letter; he can keep his message before the customer by direct-mail literature; he can require the salesman who made the sale to follow-up with personal interviews monthly; he can delegate the responsibility of contacting the customer monthly to the service department; he can appeal to the customer's pocketbook by offering service specials, free service, etc., or he can employ any combination of the foregoing.

In order to give readers of COMMERCIAL CAR JOURNAL AND OPERATION & MAINTENANCE first hand information as to the methods of contacting customers by going concerns, 21 truck executives in 10 key cities were interviewed and asked: "How do you contact with customers after the sale to get and hold their service business?" While the question elicited a surprisingly large number of excellent ideas, an analysis of the answers revealed that the plans employed by the majority are essentially similar, consisting of letters and personal contact by either the sales or service department. Methods vary mostly in detail. Among the main points of difference are: The character of letters; intervals at which they should be sent; whether letters should be followed by personal interviews, and whether the sales or service departments should do the contacting. With amicable dealer-customer relations in view many other interesting plans and methods employed by different dealers were revealed such as weekly sales and service meetings at which all customer complaints are definitely settled; indexing systems for keeping a full record of contacts and service rendered; attracting patronage through quick spare parts service; reaching the owner with a service message through drivers and mechanics; offering seasonal service suggestions, etc.

A successful user of the letter and personal call plan is the O'Brien-Davis Auto Co., Omaha, Neb., which company, according to R. E. Davis, general manager, keeps 67.9 per cent of its trucks for service the year around.

Thirty days after the sale this company sends the owner a letter requesting that the truck be brought to the shop for inspection. After the inspection the owner's name is placed on record as an active customer, and thereafter at intervals of 30 days for the next 210 days, he receives a letter outlining the company's service recom-

GO AFTER SERVICE



mendations. If at the end of that period he fails to respond, his name is transferred to an inactive list. But the customer's name is not permitted to rest in this list until the company is convinced of his inactiveness. Should a customer fail to come in for the first inspection, or after the 210-day period, a member of the sales force is dispatched to see him personally and ascertain why shop visits are not being made.

Speaking of the value of after the sale contact, E. F. Nygaard, truck department manager, J. M. Opper Co., Reo dealer in Omaha, declared:

"Getting the truck owner into the shop is a matter productive of good-will between the dealer and the customer. Service solicitations impress the customer with the fact that the dealer is interested in him and his truck and makes him a good service customer." The plan employed by Mr. Nygaard is very similar to the O'Brien-Davis plan. After the first free inspection and service visit, the owner is encouraged by monthly letters to drop in at the shop for a mechanical check-up. If the customer fails to respond a special letter is mailed opening somewhat as follows: "We hope that the reason for your absence is due to the truck's good performance, but it would be well for you to call anyway. We want to look the truck over to make sure that everything is properly adjusted. And winter is coming on, so don't forget the anti-freeze solution for the radiator. We know

(Turn to page 56, please)

SPECIAL BODIES FOR

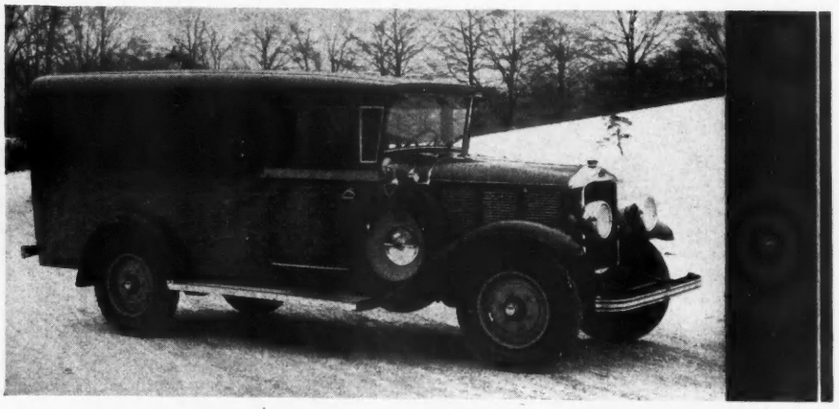


Fig. 1. White DeLuxe delivery

De Luxe Panel Delivery

SOLID appearance and attractive lines characterize the de luxe delivery model offered by the White Motor Co. for high-class delivery service (Fig. 1). The body was designed by the White Co. and built by the Bender Body Co., Cleveland.

The body frame is of ash, mortised and tenoned. Paneling is of aluminum except cowl panel and splashers, which are steel. All panels are hammered to the curve and sweeps of the body. Interior sides are optionally fitted with narrow wood slats, solid plywood panels, or both.

Windows in the doors of the driving compartment are operated by regulators, while those in the rear door are stationary. Quarter windows back of the windshield are stationary. A one-piece stationary windshield, raked with top edge beyond the lower, is standard. All doors are of the coach type.

Full or half width seats are provided in the driving compartment. Upholstery is in genuine leather. Partitions are optional and may be solid with one or two windows, half solid on the left with sliding half on right, or just half partition with balance open.

Fittings and equipment include aluminum moldings on tops of doors and on front body corners, dome lights in center of rear compartment roof, ventilators in each side and top of cowl, heavy running boards with polished metal edges, disk wheels, wide crowned fenders, nickeling of all hardware, front fender tire carriers both sides with covers, and rear-view mirrors mounted on spare tires. The accompanying illustration shows this job mounted on a White Model 60 chassis. A similar body is available for the 133½-in. Model 15B. Inside dimensions of the latter follow: length, 100 in.; width, 58½ in., and height, 52 in.

Fox-Hauling Body

A NEW and novel use of the truck is discovered in the service it performs for Silvercross Farms, Thiensville, Wis. (Fig. 2). The owners of the farm frequently send foxes to their other farm at Hamburg, Wis., 200 miles further north, where the fur develops more rapidly in the colder climate. It was discovered that this hauling could be done more economically by motor truck and accordingly the company purchased a 2½-ton Mack truck.

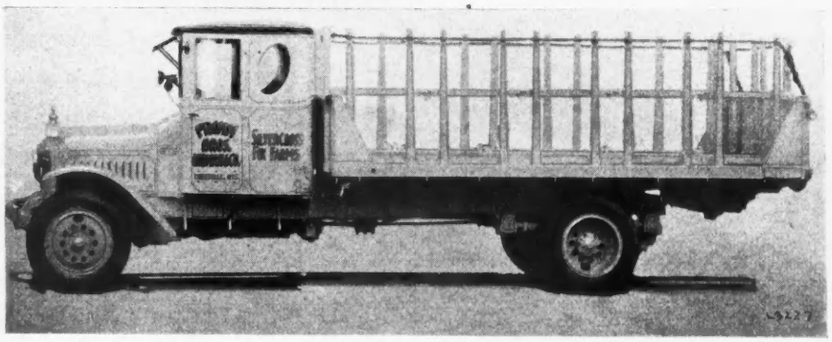


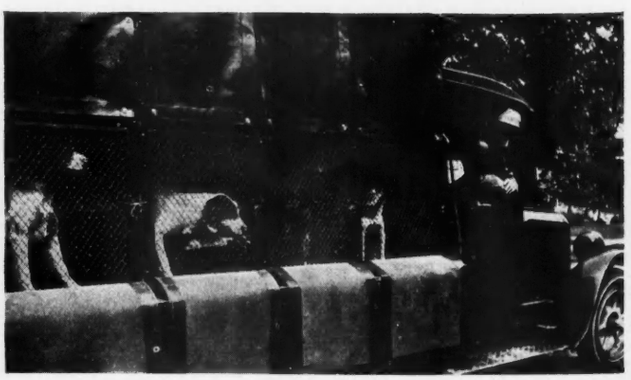
Fig. 2. This truck hauls 480 foxes per load

The body is constructed to carry 80 crates, each carrying six foxes. It is essentially of the platform-stake type. The stakes are constructed in pairs, five pairs to the side. To assure rigidity each pair is secured to the next by the chains drawn taut by means of a special device.

"Dog Catcher's" Body

STRAY mongrels and lost canine pets gathered in by the Society for the Prevention of Cruelty to Animals of Hamilton County, Ohio, receive exceptionally good treatment en route to the dog-pound compared with the standards of yesterday (Figs. 3 and 6). Formerly dogs of this county, regardless of breed or physical condition, were thrown together in a one-compartment wire cage mounted

Fig. 3. Segregation protects dogs against injury



SPECIAL PURPOSES

on a light passenger car chassis. Today they are transported in a specially designed 16-cage body, mounted on a two-ton Dodge.

The body, designed by John Porter, chief of the society, and built by John Simms Co., consists of 16 compartments, two rows of four on each side. The front of each cage is a door made of strong wire and equipped with padlocks and black curtains.

A narrow space 4 in. wide, extending from the back of the cab to the end of the body, separates the cages. In this space are stowed nets, slip-nooses, gloves, etc.

The walls of the cages are of sheet iron, welded at the corners and lined with heavy zinc. Floors and ceilings are also of iron. The floors of each row are sloped almost imperceptibly toward the center and down the rear of each row is a drain. Dimensions of the body follow: Length, 10½ ft.; width, 5½ ft., and height, 6 ft.

Fig. 4. Airplane service body

Fig. 5. Equipment for high or low spraying

Entomological Patrol

A COMBINATION spraying and utility truck for combating blights to vegetation and for tree handling, recently added to the equipment of the department of Parks, Trenton, N. J., has proved successful.

The truck, known as the Entomological Patrol, is a two-ton Model SDB Autocar Dispatch, equipped with capstan, tank, pumping engine and hose (Fig. 5). The tank holds 300 gal. of spray liquid, enough for 40 moderate-sized trees. A four-cylinder, 15-hp. LeRoi engine drives a pump consisting of three 4 by 5½ in. plungers and developing 400-lb. pressure. Liquid is forced through a ⅛-in. outlet in the spray nozzle at 30 gal. per min.

During the off season the spraying equipment is removed for a flat body. Equipment includes a capstan, driven from the power take-off.

Fig. 6. Old method of caging dogs

Airplane Salvage Body

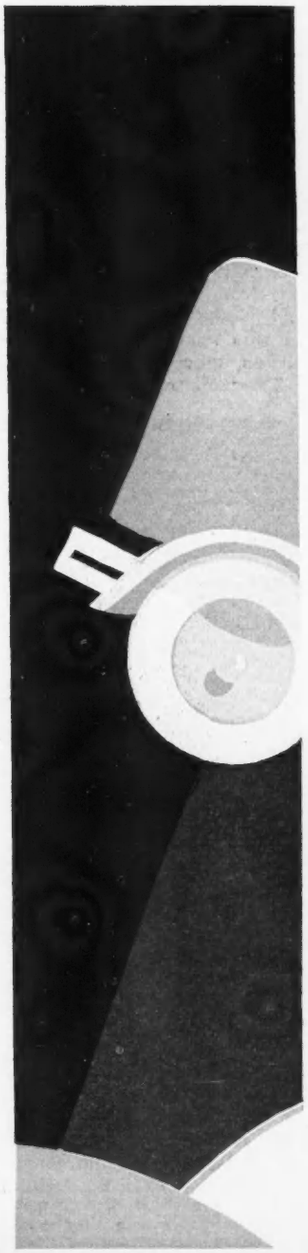
AIR CORPS, U. S. Army, recently put in service a special truck for salvaging wrecked airplanes, either on airports or at distant points not readily accessible (Fig. 4). The body, which is of the platform type, 18 by 7 ft., with removable posts and wing racks, will carry a complete airplane of the pursuit or observation type, or parts of larger planes.

A hand-operated boom with chain hoist is provided for loading heavy equipment. Chassis is a six-wheel Coleman with six-wheel drive, and equipped with single pneumatic tires all around.

The boom may be lowered when not in use. It is raised for operation by pulling it back until two pins attached to side channels can be inserted in boom fittings which slide inside the side channels. The two wire cables are then placed in position over pulleys on tops of two rear body posts. The boom is then raised by turning either crank on the windlass. A chain hoist is attached to cross-bar of the boom by a fitting which engages the hoist hook. Stakes are padded. There are three floodlights for night work, two mounted on outside and one inside. The inside light is portable and is provided with a 50-ft. extension cord. Storage space is provided in the body for carrying necessary tools, tackle, skids and similar articles. Data and photograph were furnished by Material Division, Air Corps, U. S. Army.

WOMEN GIVE BODY

Opinions Rendered in Judging Delivery Trucks From 11 Western States on Appearance Give Idea of What Appeals to the Public Eye



THAT attractive delivery equipment is a distinct business asset, paying big dividends by attracting and holding customers, has long been sung by merchandising truck salesmen and recognized by alert operators. Evidence of owner effort to build prestige by appealing to the eye is manifest everywhere. This effort has resulted in trucks with artistic color combinations, graceful lines, pleasing lettering, delightful letter and color schemes, balance, simplicity, etc. But, with all this, one question remained until now unanswered—What does the public think of the trucks that are supposed to appeal to it?

A satisfactory answer would, of course, serve as a good guide to truck owners and salesmen. A verdict based upon a national or even sectional survey is naturally out of the question, but an expression from a representative group in any community is always available. The latter was recently resorted to in San Francisco when the *Pacific Laundry Journal* conducted a laundry body appearance contest. Although the contest concerned laundry trucks, the opinions rendered are significant in any vocation.

Twenty women, all of them officers and members of the Outdoor Art Department of the California Club of San Francisco, were chosen to act as judges. There should be no hesitancy in granting their qualifications to act as a representative group, and their views, therefore, become an excellent guide for truck salesmen, whose success depends on their ability to advance good and sound ideas to prospects on all phases of their business.

The contest was divided into two groups, a general and a major fleet group, the latter being confined to laundries operating 10 or more units of the same make and design. Contestants, if eligible, were privileged to enter in either or both groups. Decisions were based on appearance, involving consideration of such factors as color combination, lettering, body design and general harmony.

The judges examined and studied more than 50 delivery trucks used by laundries in 11 western states. They took great interest in the contest and were outspoken in their views on features that did not meet with their approval.

The results of the balloting follow:

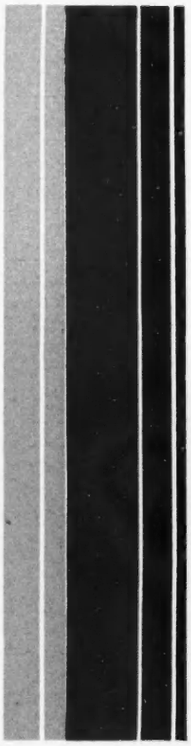
General Group

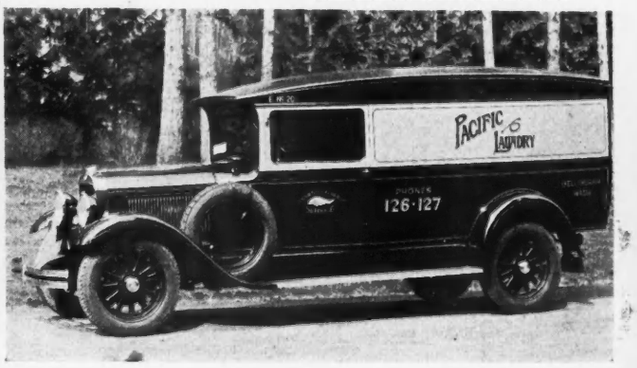
Place	Laundry	Chassis
1st	Pacific, Bellingham, Wash.	Studebaker
2nd	Crystal, Tillamook, Ore.	Reo
3rd	Cascade, Sacramento, Cal.	Studebaker
4th	Pasadena, Pasadena, Cal.	Reo
5th	Consolidated, San Jose, Cal.	Chevrolet
6th	Payette, Payette, Idaho	Dodge
7th	Crystal, Oakland, Cal.	Ford

Major Fleet Group

1st	Ideal, San Francisco, Cal.	G. M.
2nd	City Rough Dry, San Francisco, Cal.	Dodge
3rd	Sunshine, Los Angeles, Cal.	Ford
4th	Sanitary, San Diego, Cal.	Dodge

Trucks that expressed simplicity and refinement, those which had the quieter, more subdued coloring, simple lettering and graceful body lines, were the ones that appealed especially to them. Glaring colors, a large amount of lettering, and variegated colors and lettering were vigorously disapproved. While a few judges liked the trucks finished in white, most of them hesitated to commend them for fear that they should show dirt too readily. As for the national advertising campaign posters, the majority of the judges thought they ought to be consigned to the rubbish heap as far as their use on delivery cars was concerned. Use of the national emblem was deprecated.





IDEAS TO SALESMEN

What Women Like About Delivery Cars

A quiet, refined, elegant appearance.

Subdued colors, such as greens, grays, maroons.

As few colors and as little lettering as possible.

Just the name and the telephone number—nothing else.

Simple, uniform lettering, clear and distinct.

Graceful, rounded body lines.

The word characterizing the service lettered in size equal to the name of the company.

Subordination of all lettering relative to auxiliary service so that readers will not confuse the auxiliary with the principal service.

What They Don't Like

Wild riots of color.

Big, noisy lettering.

Different kinds of lettering on the same truck.

Use of the national emblem in any form.

National advertising campaign posters.

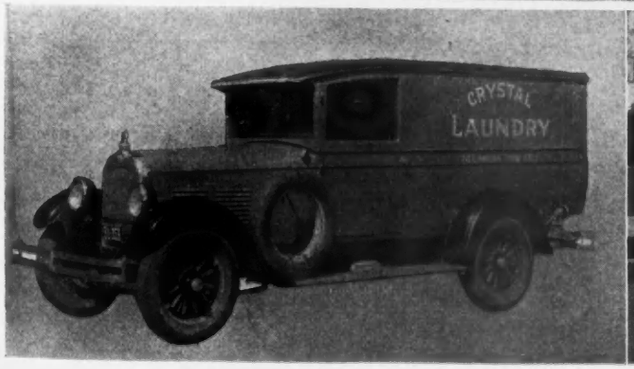
Visors on the front of the car carrying the name.

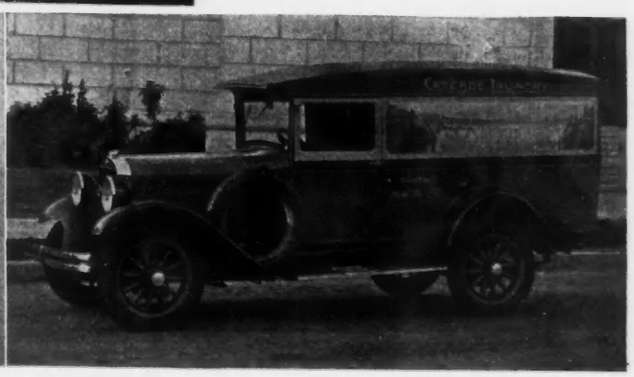
Long, square overhang on the body.

Soiled bundles anywhere on the outside of the car.

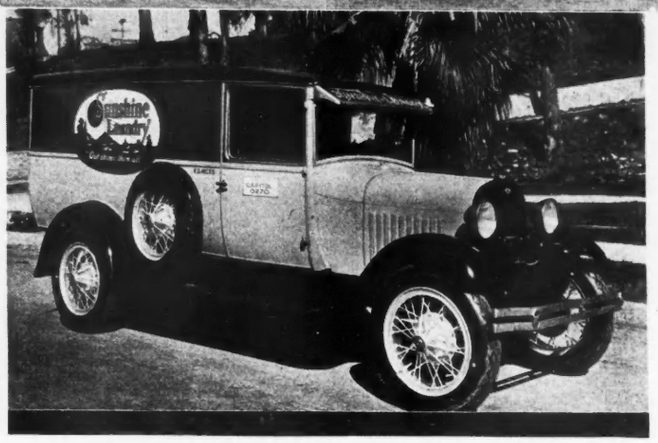
White cars—unless kept scrupulously clean and painted so often that the paint never shows the faintest trace of dinginess.

Panel below:
Entries placing in the general group. 1st, Pacific Laundry, Bellingham, Washington; 2nd, Crystal Laundry, Tillamook, Oregon; 3rd, Cascade Laundry, Sacramento





First place in the major fleet group was won by the Ideal Laundry, San Francisco, the chocolate-brown color, panel and small lettering appealing to the judges



While some of the judges commented unfavorably on the large letters on the City Rough Dry Laundry, this body took second place. Third place went to the Sunshine Laundry

The colors that seemed to them most pleasing were the greens, grays, maroons and some shades of blue. They were unanimous in the opinion that lettering should be uniform and simple and most of them thought the name and telephone number sufficient. Advertising slogans were considered unnecessary, hard to read, and tending to mar the general appearance.

The verdict on the prize-winner in the first group was that it possessed an appearance of refinement and elegance, combined life and good color, and had very graceful lines. Some judges thought there could have been less lettering on it but the color scheme of deep green for the hood, lower half of the body and the strip between the upper panel and the top, with a very light green panel carrying the name of the laundry in the same shade of green as was used elsewhere, made a great impression on them.

Second place was easily won by the Crystal Laundry of Tillamook. The simplicity of this car, colored a sand gray throughout except for black fenders and running board, red spokes and very light green lettering, appealed to them. Some of the judges liked the lettering on this better than on the Pacific Laundry truck. Others thought the color scheme somewhat drab, although it was generally conceded that the color would be very durable and that the car always would look well. One or two objected to the red spokes.

The solid green color and simple gold lettering on the Cascade Laundry truck, along with graceful body lines and generally dignified appearance, were responsible for this entry being given third place. Opinion as to the desirability of the large picture of a big cascade of water which filled the panel was divided. Some thought it rather attractive, but others disapproved of it.

Pasadena Laundry took fourth place because of its simple, dignified appearance. This car was maroon throughout except for the top of the hood and the strip between the panels, which was a brown or gray. The simplicity of the lettering, consisting merely of the name of the laundry on the panel, with the words "dry cleaning" on the strip below, drew much favorable comment.

The Consolidated Laundry truck also seemed to express refinement, strength and dignity, according to the judges, and the uniformity of the lettering pleased them. This truck was dark blue on the lower part of the hood and body, with a light blue panel and top of the hood, while the lettering was in gold.

Although there were several white cars, the Payette Laundry truck was considered the best of this group. The fact that only two colors were used and the lettering was uniform was helpful to this entry.

Seventh place went to the Crystal Laundry of Oakland, on the strength of good color harmony between the gray body and the maroon strip running horizontally across the center. The lettering was considered good, although one judge thought that it would have been better in maroon than in the white or light gray actually used.

In the major fleet classification competition for first place honors resulted in a close race between the Ideal Laundry and the City Rough Dry, opinion being only slightly in favor of the Ideal truck. The general brown color of the City Rough Dry was commented on favorably by nearly everyone, but the large amount of lettering and the large size of the letters detracted from the appearance, they thought. The chocolate brown color of the Ideal appealed to some and did not appeal to others. Some thought the panel constituted too large a block of white and believed that less lettering would be desirable.

Third place went to the Sunshine Laundry entry, with several reservations. Several judges were afraid that the light blue used on the hood and the lower half of the body would fade out, others did not care so for the oval design on the panel. One or two noticed the lettering on the visor and disapproved of it.

The Sanitary Laundry truck was dignified, in the opinion of some, but black was held as too somber a color, and the use of the campaign poster distasteful.

A summary of the likes and dislikes of the judges is shown in the box on page 23.

WHAT'S THE LATEST DOPE ABOUT TRUCK DIESELS?

Chats With Factory Men Produce Opinions and Conflicting Impressions Regarding Development Desirability

WHEN accounts of flights of an airplane powered with a Diesel type engine appeared on front pages of daily newspapers recently, a host of trucks dealers, salesmen and fleet owners no doubt again started wondering about Diesel engines for trucks. Firmly fixed in their minds was the idea that Diesel engines were heavy, too heavy for truck use, in fact. A single flight of an airplane with a Diesel powerplant knocked the bottom out of that idea because, obviously, no successful airplane engine can be heavy in proportion to its power output.

Interest in Diesels on the part of sellers and users of motor trucks is no mere idle curiosity. Rather, it is a matter of deep concern. No salesman who is given the opportunity to sell the first properly designed Diesel-engined truck will need any pepping-up by a sales manager to induce him to gallop around his list of prospects joyfully pointing out the fuel economy of the new engine. Some farsighted dealers already are turning over in their minds the defensive measures they will adopt if they are obliged to compete with Diesels.

Two questions arise about the future Diesel truck engine. When will an engine of this type be available for truck use, and what, if anything, is preventing this event from taking place in the very near future?

Lacking the ability of a gypsy fortune-teller, or a Hindu mystic, to read the future, no one is safe in making a definite prediction in answer to the first query, or a complete explanation for the second. If one wishes to find out, if possible, the plans of engine builders and truck manufacturers, the logical course is to go and ask for information. So COMMERCIAL CAR JOURNAL AND OPERATION & MAINTENANCE conducted

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TRANSPORTATION

THE average truck prospect of today knows motor trucks. His knowledge of the various types of engines, final drives, and other units comes to him direct from the manufacturers, trade journals, truck owner associations, etc. He keeps in touch with new truck models, improvements in truck design, materials and construction because by doing so he may save money through lower operation cost or increased transportation efficiency.

When such a truck prospect adds to his fleet he generally buys; he is sedom sold. His decision to buy certain equipment is based on cold facts brought out by a careful analysis of his transportation problem. Naturally he is influenced by such factors as the cooperation given by the truck salesman, the integrity of the manufacturer, availability of service and the truck itself.

When approaching a buyer having these habits, a real salesman of transportation is qualified to render a valuable service. By a real salesman is meant one for whom there is no "quitting time whistle" and who has the right attitude regarding the value of investigations. Such a man is out early in the morning and late at night, following

FACTS MAKE SALES

An Article That Throws Light on Factors That Enable the Truck Salesman to Sell Transportation Intelligently

By Fred B. Lautzenhiser

Transportation Sales Engineer, International Harvester Co. of America

What must the modern truck salesman's selling equipment comprise in a market where the average buyer of the truck knows the product?

The answer is: A thorough knowledge of transportation and how to sell it.

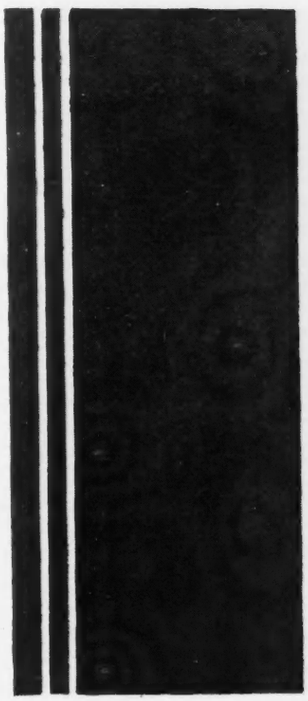
This article explains the seven factors involved in successful transportation selling, and tells how the salesman should proceed.

up truck routes, working with drivers, interviewing garage men, observing methods of handling, loading and unloading. He makes direct comparisons with similar operations elsewhere, looks for the short cuts and more direct methods by which costs can be lowered, in fact, makes a thorough analysis of the entire transportation problem.

After he is thoroughly convinced that he has something tangible worked out, something logical that will either cut operating costs or increase the transportation efficiency of a particular operation, he has a message of vital importance that the user will gladly receive.

There are no fixed rules to follow because it is seldom that two transportation problems are exactly alike. In general, however, there are seven factors involved, which, if fully met with, will result in efficient transportation. Enumerated somewhat in the order of their importance, they are:

The commodity to be hauled.
The quantity, size and weight of the load.
The distance or length of the haul.
The frequency of trips.



Will the operation permit the use of trailers?
The nature of the road and grades to be encountered.
State laws and operating restrictions.

From these seven factors can be determined the proper transportation equipment for any purpose. Frequently, the analysis will result in entirely different equipment than that which either the user or the "consultant" had in mind in the beginning. It may result in the purchase of either a lesser or a greater number of trucks or trucks of lesser or greater capacity than was at first thought necessary. It may involve trailers, special purpose bodies or other special equipment. The tire question, itself of great importance, can only thus be solved correctly.

(Turn to page 58, please)

AFTER HOURS

Trailers

Visioning a future when trains of trailers will be traversing the highways of the United States from coast to coast and border to border, forward-looking truck operators and manufacturers perceive the need for a standardized fifth wheel. If they read correctly the handwriting they see on the wall, there is immediate necessity for action to promote the progress of trailer operation, which is unquestionably an important adjunct of highway transportation.

While granting that extensive development will depend upon some form of standardization, the casual observer may be prompted to dismiss the matter with, "All right, let the trailer manufacturers get together and adopt one of their fifth wheels for uniformity's sake."

Actually a settlement is not as easy as all that. Manufacturers of trailers right along have been placing the preponderance of their selling arguments on the impact-coupling features of their fifth-wheel attachments. Each has his own good reasons for believing and declaring that his fifth wheel is superior to those of his competitors. It would be too much, therefore, to ask one manufacturer to admit now, by accepting for standardization's sake the fifth wheel of another, that he had been second best all along. In effect, such acceptance would be just such an admission.

Trailer manufacturers cannot be expected to scrap their patents and the reputations they have bought for their devices by the expenditure of much money and sales effort. There can be no hope for a standardization agreement on such a basis. As matters stand the sole hope that appears to exist is for the trailer makers to continue manufacturing their present devices, and to agree upon partial standardization by means of a fifth-wheel device yet to be perfected, or by means of a return to the fundamental principle from which the present patented types were developed, and leave, as one truck factory representative suggested, the problem of means for coupling and uncoupling the trailers to truck makers for solution.

The value of such partial acceptance would lie in the fact that trailer manufacturers could continue to sell their established products to those who desire them, and offer the so-called standard fifth wheel to those operators whose operations had a need for interchangeable tractors and trailers.

Such an arrangement ought to achieve the desired end with no loss of prestige to any manufacturer.

Extra!

Out in Sioux Falls, S. D., there's a big haul-for-hire truck operator who proposes to inaugurate an entirely new wrinkle in truck transportation by next spring. In our estimation it will be more than a wrinkle; it will be a decided pleat carrying the idea of truck and rail coordination to the *nth* degree of application.

By means of flat cars to be leased from the railroad just as circuses lease trains, this operator plans to haul loaded trucks to various division points where the trucks will be run off the flat cars and driven around the surrounding territory making freight deliveries.

The flat-car service, it is claimed, will retain for shippers the economies and time-saving advantages of but one loading and unloading of goods, and at the same time do away with driving trucks over long stretches of gravel which at times are a most cuss-inspiring sight. (South Dakota, we are informed, has no paved highways.)

Present truck operation costs of the company average 17 cents a mile. The flat-car service will probably connect Sioux Falls with Mitchell, a town 75 miles distant. It costs $13.09 to drive a truck from Sioux Falls to Mitchell. It is estimated that the flat-car auxiliary will cut the operation expense in half.

Offhand we can think of a number of wrinkles in the wrinkle, but perhaps time and experience will iron them out.

Looks

If you are one of the few doubting Thomases who have yet to be convinced that good-looking truck equipment can be made a business asset, verily, verily listen to this:

A coke distributor in one of our very large cities has been vigorously selling coke as the most cleanly of fuels. Not a smudge in a carload, so to speak. He has backed up his selling with neat, aluminum-painted truck equipment, pointing to its cleanly appearance as being characteristic of the coke hauled.

Several weeks ago a cold spell hit the city in question and the distributor found himself with plenty of coke and plenty of orders, more orders in fact than his equipment could handle. So he hired equipment. And when one hires, one can't be over-particular about the looks of the equipment hired. He couldn't be, and there were some pretty crusty trucks among the hired 25 sent out to represent him.

Under ordinary circumstances the emergency might have been handled without untoward incidents. But he had sold cleanliness and appearance to such an extent that not one, but half a dozen customers refused to let the dirty vehicles stand in front of their residences and unload.

The experience, he figures, was well worth whatever it cost. Orders enabled him to gage how well he had sold the coke idea, but until his customers had complained of sore eyes, he did not know how well he had merchandised truck looks.

Verily, verily, go thou and . . . you know.

Balloons

Balloon tire talk appears at this moment to be giving the truck trade and truck manufacturers some concern.

The other day we heard a truck man declare that balloon tire talk is pure mercenary propaganda of tire manufacturers. Is it? Is it likely that tire makers think it as easy as all that to influence the judgment of chassis engineers? Is it likely that tire makers have no regard for so all-important a matter as economic value?

The answer to all three questions is an emphatic "No!" And for corroboration please see the reasoning on pages 30 and 31 of this issue.—G.T.H.

TIRE EXPERTS SEE

Better Performance at Lower Cost Reason Advanced for Rapid Acceptance by Truck Makers and Operators

GIVERS of advice incur a special obligation to keep their recommendations up-to-date. Lawyers spend countless hours studying the most recent legislation and court decisions, doctors attend clinics, traffic officers study today's detour bulletins.

Truck dealers and salesmen are advisers, from choice and from necessity, on a large variety of subjects. An ordinary sale involves choice of type and size of chassis and body and selection of equipment. Other sales require comprehensive transportation surveys. In either case tire equipment is one of the major items considered, not alone because tire cost is a large part of operating expense, but because performance depends upon tires to a very large degree. Therefore those who sell trucks must be, and they are, ready to recommend tire equipment to their prospects. In a very large majority of cases—a tire salesman of long experience puts it at 95 per cent—the advice is accepted.

Right now is a time when anyone who has the power to recommend or decide what tires shall be used upon any given truck, or trucks, should be very much on the alert. The respective fields of the solid tire and the high pressure pneumatic have been pretty well defined, and the cushion tire has made a place for itself to such an extent that some state legislatures have acknowledged its existence with descriminative legislation. Solid tire change-overs to pneumatics have been standardized by use of dual wheels on demountable hubs or by the cut-down method in which a new felloe band is welded on the spokes of the cast wheel. With all of these questions fairly well settled, another development comes along which is likely to reopen the whole question of tire equipment.

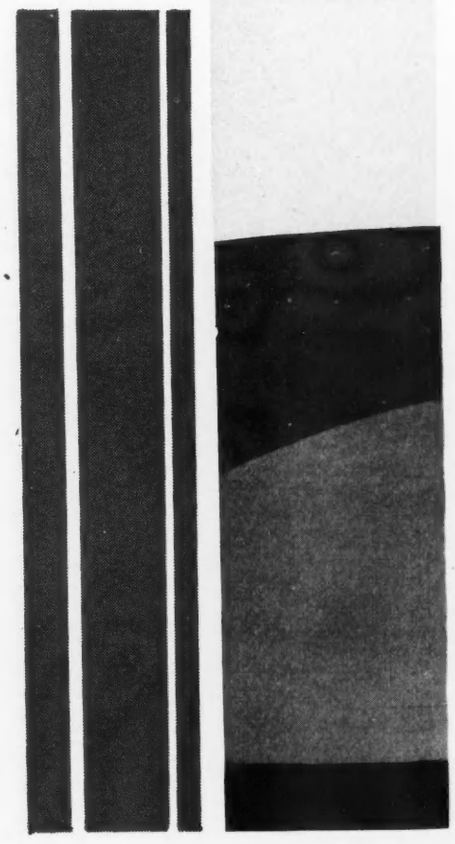
This development is the truck balloon which is expected to displace the high pressure pneumatic in the same fashion that high pressure tires supplanted solids. The difference between the two changes is that the balloon will take first place away from its

CHANGE-OVER DATA

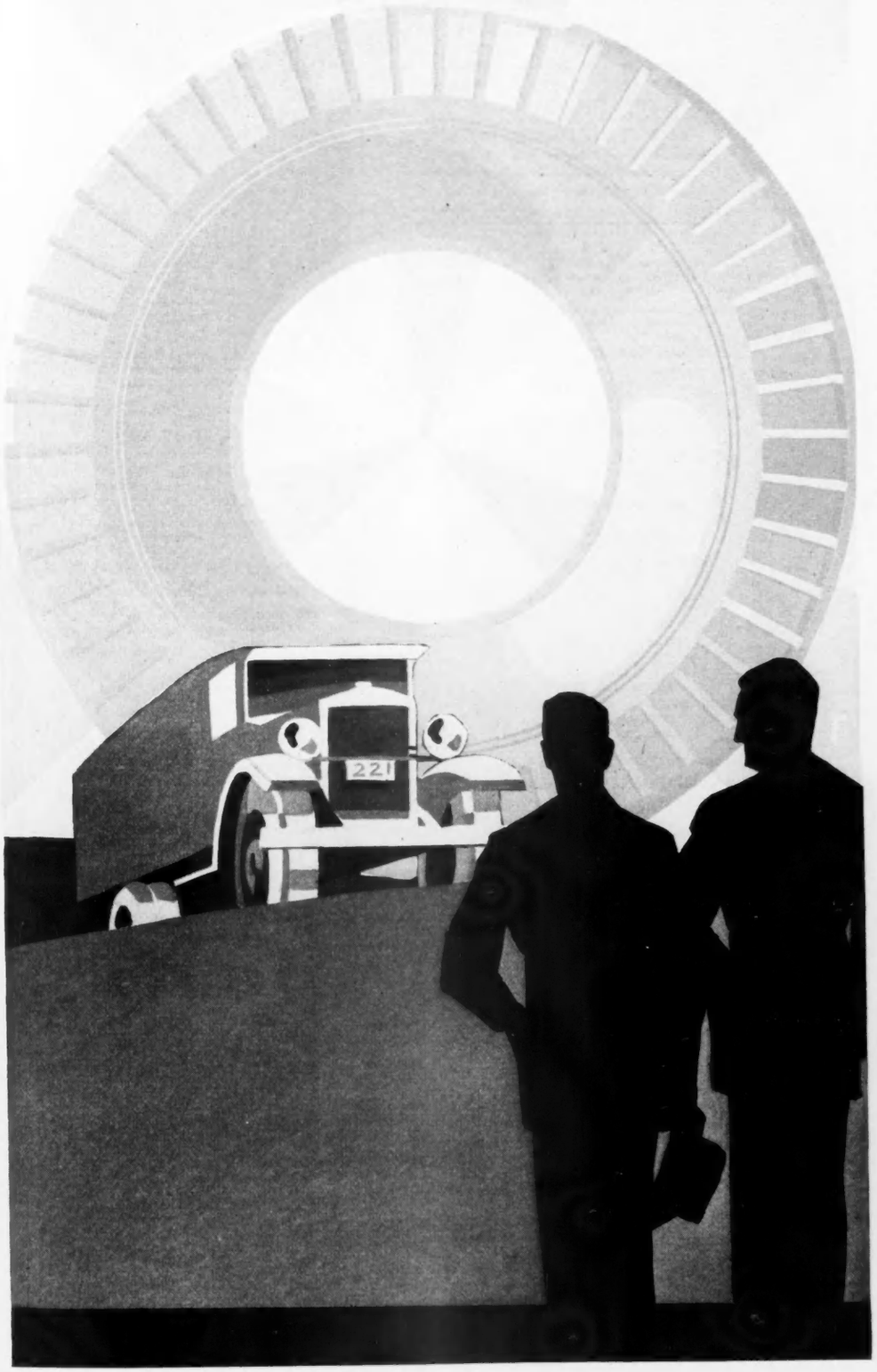
High Pressure				Balloon			
			20-in. Diameter				
Tire Size in.	Rim Size in.	Max. Load lb.	Min. Pressure in.	Tire Size in.	Rim Size in.	Max. Load lb.	Min. Pressure lb.
30x5	30x5	1700	80	7.00-20	32x6	1700	50
32x6	32x6	2200	90	7.50-20	32x6	2200	60
34x7	34x7	2800	100	8.25-20	34x7	2800	60
				9.00-20	34x7	3500	65
36x8	36x8	3600	110	9.75-20	36x8	4200	70
38x9	36x8	4500	120	10.50-20	36x8	5000	75
			24-in. Diameter				
36x6	36x6	2500	90	8.25-22	36x7	*2800	60
38x7	38x7	3200	100	9.00-24	38x7	3500	65
40x8	40x8	4000	110	9.75-24	40x8	4200	70
42x9	40x8	5000	120	10.50-24	40x8	5000	75

Some of the sizes given are just going into production and this table should be checked with tire dealer or branch before a positive recommendation is made. Balloons are available in 8.25, 9.00 and 9.75 in. sizes for 22 in. wheels. A 9-10 rim recently was adopted as standard for 10.50 balloons and 9 and 10 in. high-pressure tires.

***Use of this size tire involves a wheel change.**



RISE OF BALLOONS



high pressure rival in much less time than the latter overcame the well-established solid. The changes have one similarity, in each case the tire displaced will retain a restricted field of usefulness after relinquishing first place.

When will the change take place and how long will it take? The change has already started, will be well under way next year and will be completed in from two to three years, according to executives of several tire companies. One company predicts that 90 per cent of trucks will be balloon equipped within three years. An executive of another company believes that the change will be accomplished in much less than three years, except on trucks rated at five tons or more. Another predicts some very interesting factory announcements within a few months.

Evidence that the change is under way may be found by comparison of specifications a year ago and today. Seven models on balloon tires and one on high pressure pneumatics were listed in the 1000-lb. group in specification tables of the October issue of COMMERCIAL CAR JOURNAL AND OPERATION & MAINTENANCE. In the ¾-ton group five were on balloons and two on high pres-

(Turn to page 46, please)

FLAT RATE PRICE LIST NUMBER 35

CHEVROLET AND REO

CHEVROLET

Generator-Starter

8. Charging rate, adjust
   All models $0.80
9. Generator brushes, renew
   4 cylinder models 2.75
   6 cylinder models 2.90
10. Starter brushes, renew
   All models 2.40
11. Generator, overhaul
   All models 7.00
12. Generator, remove and reinstall only
   Series V, AA, AB, AC and 6 cylinder ..... .75
12a. Generator, test, turn down and undercut commutator and renew all brushes when generator is out
   4 cylinder models 4.50
   6 cylinder models 4.40
12b. Renew field coils in connection with operation 12a add
   4 cylinder models ..... .80
   6 cylinder models 1.60
13. Starter, remove and reinstall
   All models 1.00
13a. Starter, test, turn down and undercut commutator and renew all brushes when starter is out
   All models 4.00
13b. Renew field coils in connection with operation 13a add
   4 cylinder models ..... .75
   6 cylinder models 1.60
14. Starter, overhaul
   All models 6.50
15. Bendix spring, renew
   4 cylinder models 2.25
   6 cylinder models 2.00

Switches, Lights, Horn

16. Starter switch, remove and replace or renew
   All models $2.25
17. Ignition switch, renew
   All models 1.80
18. Test light circuit with meter for open, shorts, resistance, ground
   All models 1.80
19. Horn, clean, oil and adjust.... .90

Fenders, Running Board and Splashers

1. Front fenders, standard, renew
   All models $2.25
3. Rear fender, standard, renew
   All models 1.80
5. Running board, renew
   All models 3.25
6. Running board and splashers, same side, renew
   All models 3.50
7. Running board, splasher and fenders, same side, renew
   All models 6.50
8. Running board (renew)
   All models 3.60

Wheels

1. Wheel, one, remove and replace
   All models $0.75
2. Wheels, one, remove and replace
   All models ..... .50
3. Tram front wheels
   All models ..... .80

NOTE

This concludes Chevrolet prices which appeared in the August, September and October issues. Unless otherwise noted, prices apply to K, V, AA, AB and AC series cars and LM, LO and LQ trucks.

Additional Reo prices are given to supplement those given in Price Lists 23, 24, 25 and 31. Reo prices will be continued in an early isssue.

4. Bearing assemblies one front wheel, renew all inner and outer
   All models 1.60
5. Bearing assemblies, both front wheels, clean, repack and adjust 2.10
6. Rear wheels, both, tighten on shaft
   All models ..... .75

Body and Frame

1. Body bolts, tighten all
   Delivery cars $1.25
   Truck models 1.50
3. Body assembly, remove and replace
   Delivery cars 16.00
   Truck models 17.50
4. Door glass, renew
   All models 2.00
6. Windshield frame assembly, remove and replace
   All models 2.25
7. Renew all bumpers, one door,
   All models ..... .60
9. Hood lacing, renew
   All models 1.40
10. Renew chassis frame assembly
   Delivery cars 40.00
   All truck models 45.00

Lubrication—Tightening

1. General tightening — Includes: Tighten body hold down bolts, cowl, dash, floor, instrument board, fenders, running boards, splash and dust shields, bumpers, sills, springs, radiator, tire carrier, rim and wheel bolts and nuts. Adjust door bump- and front and rear wheel bearings
   Delivery models $6.50
   Truck models 7.00
2. Complete lubrication—Includes: Drain and renew lubricant in crankcase, transmission and differential. Lubricate all oil and grease cups and pressure fittings. Use oil can on brake clevis pins, doors, spark and throttle controls. Repack distributor, steering gear and front wheels. Use penetrating oil on springs. Water battery
   Delivery models 3.50
   Truck models 3.75
3. Lubricate all grease cups, oil cups and pressure fittings
   All models 1.25

REO

Front Axle

1. Axle center, remove and replace
   F4, T6 ..... $6.75
   G 7.75
   B, DA, DC, FA, FE, FF, FC, FD, GA, GC, GD .. 10.00
2. Axle center, remove, straighten and reinstall
   F4, T6 ..... 9.75
   G 12.75
   B, DA, DC, FA, FE, FF, FC, FD, GA, GC, GD .. 15.00
3. Straighten axle when axle is out
   All models 3.50
4. Knuckle kingbolts, both, remove, inspect, clean and reinstall
   F4, T6 ..... 4.00
   B, DA, DC, FA, FE, FF FC, FD, G, GA, GC, GD 5.00
5. Knuckle arm, renew one only
   F4, T6 ..... 1.50
   All other models 1.75
6. Knuckle or axle bushings and king pins, renew both sides, when knuckles are out
   F4, T6 ..... 1.75
   B, DA, DC 1.25
   All other models 1.50
7. All axle, knuckle and knuckle arm pins, bushings, thrust bearings and ball studs and seats, renew
   F4, T6 ..... 7.75
   G 8.75
   B, DA, DC, FA, FE, FF, FC, FD, GA, GC, GD 11.00
7x. Knuckle only, renew one
   F4, T6, G 1.75
   All other models 3.50
8. Change camber of axle center with portable press, without removing
   F4, T6 ..... 7.50
   B, DA, DC 7.00
   F and G models 7.50
9. Tie rod bushings and pins or ball joint parts renew and align wheels
   All models 2.50

Steering

10. Drag link, remove, clean and replace
   All models $2.15
11. Steering gear assembly, remove and replace (provided body or cab does not interfere)
   F4, T6 ..... 4.00
   B, DA, DC, FA, FE, FF FC, FD 5.25
   G 4.50
   GA, GC, GD 5.25
12. System, adjust at all points
   All models 3.00
13. Gear, adjust at gear and sector only
   F4, T6 ..... 1.75
13a. Gear, adjust at housing only
   All other models 1.75
14. Gear housing assembly, overhaul
   F4, T6 ..... 8.00
   All other models 11.00
15. Column jacket bushings, renew
   F4, T6 ..... 5.50
   B, DA, DC (remove and reinstall steering gear) 25.80
   All other models 5.50
16. Steering wheel, remove and replace
   All models 2.50
17. Tighten gear housing to frame
   All models 1.00
18. Reset steering gear arm
   All models 1.50
19. Check only camber, castor and toe-in. No repairs included. Check tracking of rear wheels
   All models 3.20

SERVICE HINTS

From Shop and Factory

Jack Causes Fire

A jack placed under an axle on an angle slipped on a concrete floor and made a spark which ignited gasoline drippings and caused a fire. This incident is reported by W. E. Warner, Brentford, England.

He suggests that whenever jacks must be placed in such a position that they are likely to slip on concrete that cardboard, wall board or wood be placed under them to prevent sparks—and fires.

Steering Gear Repair Bracket

A steering gear assembly undergoing repair on a work bench takes up a lot of room. To reduce this space required and to make the housing more accessible some shops use a bracket to which the housing is bolted while repairs are being made. The bracket consists of a wide flat strip of iron or steel bent and bolted to the work bench.

This plan has one disadvantage which is that the steering gear is in the way if a mechanic is compelled to stop work on it and start on something else.

Mounting the bracket in a socket overcomes this difficulty. In one large shop every steering gear undergoing repair is bolted to a bracket and much time saved.

$5

Ideas for Service Hints from shop men are welcome. Tell all about the idea in shop terms and send drawing or photograph. Five dollars will be paid each successful contributor.

Ford Axle Shafts

Axle shafts and housings of Ford Model AA trucks which have separate emergency brakes on the rear wheels are different from those with the four brake system. Therefore neither housings nor shafts are interchangeable.

The longer parts are used in trucks with separate emergency brakes. Axle shafts are approximately 13/16 in. longer than shafts used in trucks which have only one brake in each rear wheel. Housings are 25/32 in. longer.

Lamp Holder

Holding a portable lamp in position so it will light under a fender is no easy job. Many of the hooks, clamps and gadgets of various kinds which serve for ordinary jobs will not serve for this job, as Jos. J. Coyle, Denver, Colo., points out.

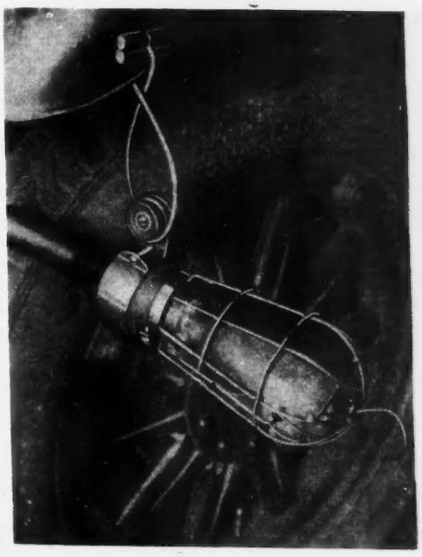
A holder which will support a lamp under a fender and in many other out-of-the-way places is illustrated. A metal band is fashioned to fit about the socket of the lamp, much like a radiator hose clamp. The figure 8 clamp is made from an old valve spring. Three or four turns are left coiled and two ends are straightened and crossed, as shown. To one end of the wire a section of small rod 1 in. long is welded and two rods are welded to the other arm. Short pieces of rubber tubing are slipped over the crossbars. These give a good grip and prevent scratching or marring painted or polished surfaces,

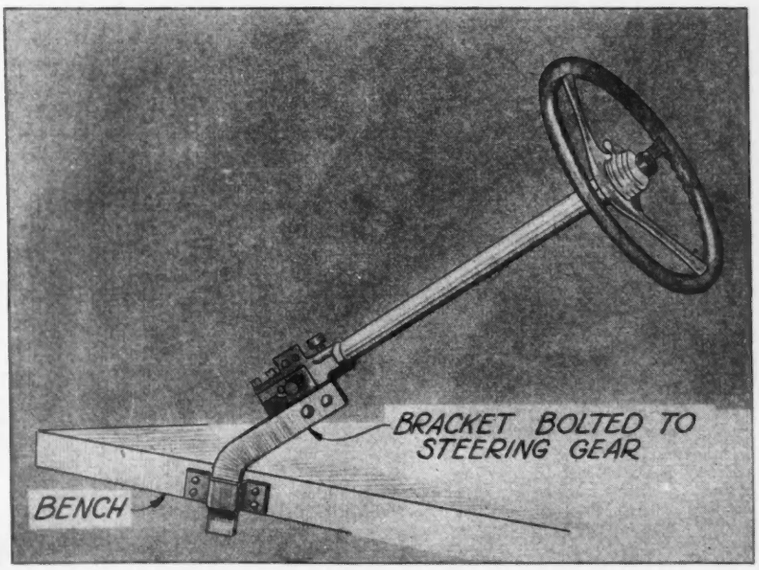
The coiled center section of the spring is inserted between the ends of the metal clamp on the socket and held in place by two rubber washers, through which a bolt and nut are fastened.

Studebaker Front Axles

The Studebaker Corporation strongly advises against heating front axles for straightening. The factory advises if the bend is slight, it may be possible to straighten the part cold in an arbor press.

If a front axle is sprung or bent, the factory suggests that it be replaced with a service axle and the damaged one sent to the factory, where it will be properly straightened and returned for a service charge of $2.50.





WHY WASTE FORTUNES

Hundreds of Thousands Sunk in Engineering Research Can Be Scrapped by a Mechanic Who Ignores Service Instructions

By James W. Cottrell

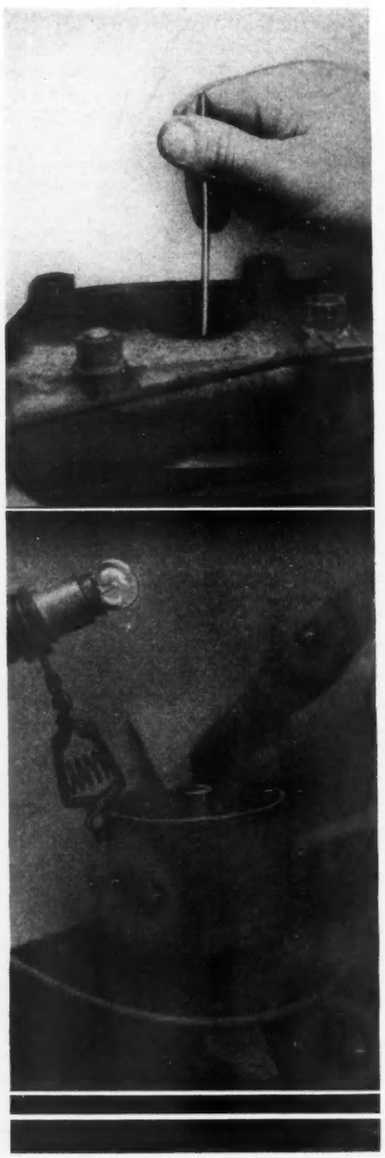
THE factory service engineer was displeased. In fact he was as sore as the proverbial poisoned pup. "The servicing some mechanics give a truck," he was saying, "makes me sick." Here he indulged in an expressive gesture denoting extreme nausea, one hand going to his forehead and the other to the pit of his stomach while his eyes rolled ceilingward until only the whites showed. His pain was plain to be seen. We offered him an aspirin tablet which he laughingly refused and then proceeded with his grievance.

"Now understand, my complaint is not the result of long-distance diagnosis. I know what I'm talking about because I've seen with my own eyes the elementary mistakes of which many mechanics are guilty. Just recently I made a trip into the field to find out if a new model—in production for several months—was giving the performance our designers believed it capable of giving. What did I find? Well, what I found after traveling several hundred miles to run down a complaint from a good dealer will serve as a good example of what I found in a score of places.

"I was shown a truck. 'It won't pull,' said the dealer, in a tone that gave me to understand the factory was to blame. I looked it over. No wonder it wouldn't pull! I found three types of spark plugs in the same engine; tappet clearances varying from nothing to .020 in.; breaker points opening only .010 in., and one brake dragging. All due to the carelessness or ignorance of a mechanic.

"The result of this mechanic's experiment with spark plugs was that he had two squibs and four fire crackers instead of six good cylinders. Our staff spent months of time and heaps of money to work out the design of a combustion chamber that would give us lots of power without roughness. No sane mechanic would throw 1000 one-dollar bills in an open fireplace, would he? Of course not, but this mechanic threw away the benefit of research costing several times $10,000 by using plugs not adapted to the engine. When I saw that two old spark plugs had made a total loss of our research I was peeved.

"Checking up on tappets gave me another shock. I was in no humor for telling jokes when I found another lot



Trying to find top dead center by pushing a wire through a spark plug hole is guesswork. A careful mechanic sets ignition timing to factory standards by using a timing lamp outfit, or equally accurate means

of painstaking investigation thrown overboard without mercy. To insure long life for valves and to keep them quiet, tappet clearance must be set correctly. That is like saying that two plus two equal four. No one disputes it. But what about the effect of tappet clearance on valve timing? We, in the factory experimental department, do not guess about valve timing. A high school student could suggest a valve timing which would make an engine

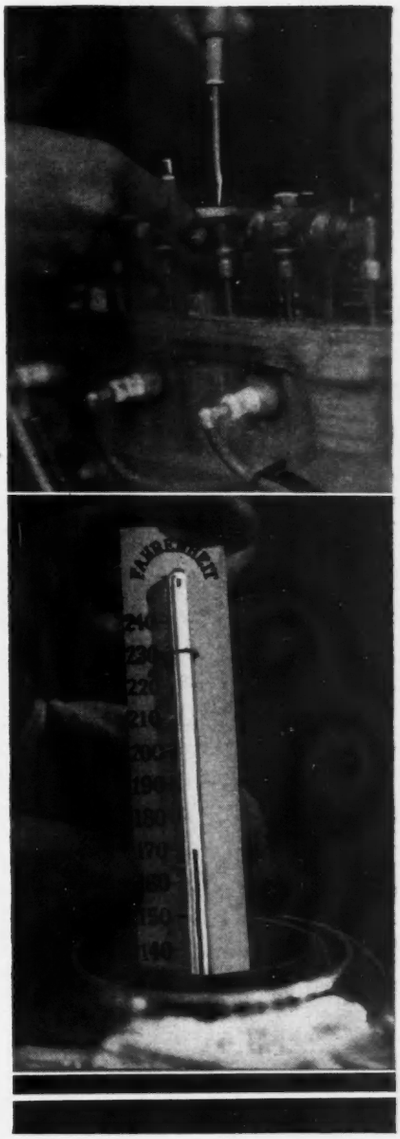
SPENT BY FACTORIES?

run. Owners demand a lot more than 'just running' nowadays. Valve timing which gives best results under conditions under which the engine is likely to operate is what we are after. We go after it by carefully working out a design and then checking it by dynamometer and other tests. Perhaps some change is suggested, we try that out, make another change and put it through the tests. When we finish we know what the valve timing should be. The timing is based upon a certain fixed tappet clearance. In fact the tappet clearance which we recommend is no more subject to change than the position of cams on the camshaft.

"This mechanic who put me in such good humor had no clearance on one valve and up to .020 in. on the others. Another engineering study cast to the winds. What happens to the timing in the cylinder with too much clearance? First of all the valves open late and close early and this reduces power. The second fault is that the valves are hammered open instead of being pushed open. Part of the cam has a gradual incline to take up the tappet clearance and this is followed by the sharper incline which lifts the valve. When clearance is too large the gradual incline does not take up all of the space between valve stem and lifter, or rocker arm, and the remaining clearance is taken up with a bang.

"The valve with no clearance will not last long. It is opened by the gradual

Temperature affects tappet clearance, therefore when a tappet is set "engine hot" a thermometer is used to measure that temperature just as a feeler gage is used to gage clearance



incline on the cam and incandescent gas which leaks through before the valve is fully opened burns valve head.

"Temperature of the engine affects clearance, therefore, we specify that tappets shall be set to so much clearance '*engine hot.*' That alone will not do. On my trip I found a man setting tappets on an engine which was hardly warm from running a few blocks to the service station. Hot means hot, not warm or pretty hot. Hot means a certain temperature on a thermometer.

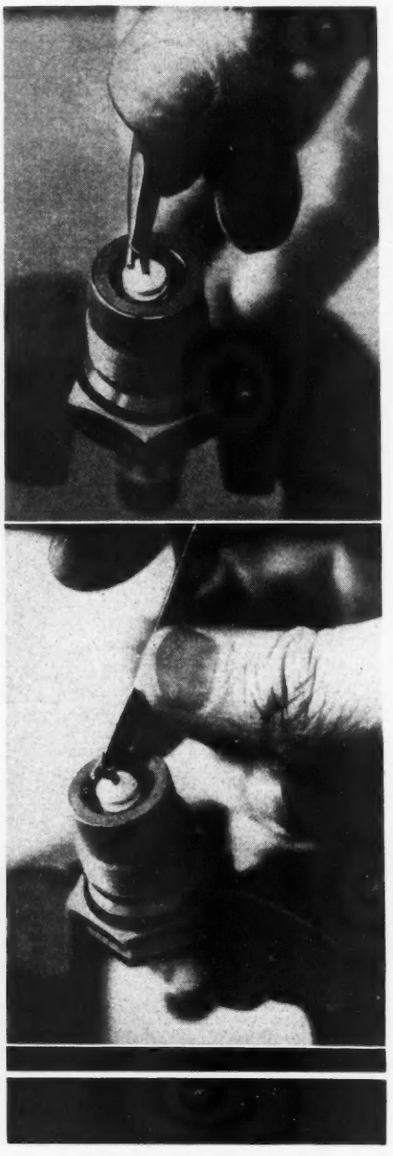
"Timing ignition is another job in which mechanics sometimes wreck engineers' calculations by carelessness or guesswork. To establish the timing range for a new engine entails no end of labor. Compression ratio, fuel characteristics, combustion chamber form, torque curves, weight of vehicle and rear axle ratio are but a few of the factors considered in determining the best timing and the rate of advance for semi-automatic or automatic equipment.

"Imagine the feelings of an engineer who has taken part in such an investigation when he sees a mechanic trying to find top dead center by pushing a wire through a spark plug hole. The flywheel can be rocked many degrees either way without moving the piston far enough for the mechanic to detect any movement. Watching breaker points open to fix the firing point is guesswork. Automatic spark advance will cover up some inaccuracies but the harmful effects of a late spark still remain, particularly at high speeds.

"Understand me, I am not finding fault with all service men. We have a fine group of dealers, service managers and mechanics, interested in the factory's policy of service. However, there are some who cause us trouble because they don't know, don't care, or are forgetful at times. An engine tune-up is a simple job, well within the capability of any good mechanic. It means so much to the truck owner that all concerned should be more than careful to see that it is done right. Right here in our own organization I find several who failed on an A-B-C job like an engine tune-up. Cottrell, you get around to see a lot of dealers and service men. Check up on engine tune-ups on a few calls and see if I am not right."

The check-up presented no difficulties.

The factory engineer is wrong if he believes that any considerable percentage of service men do not know how to tune an engine. The majority do know. Let us forget the minority, for the moment, and see how an engine tune-up is turned out in an up-to-date shop. Suppose we take a number of shots with a movie camera in several shops, large and small, then take the film to the cutting room and make up a single reel. When we show the reel let's reserve a seat for the factory engineer.



"Two squibs and four fire crackers instead of six good cylinders" result when plugs are mixed in an engine or the spark gaps are set any old way. Mechanics know that a feeler gage, not a screw driver, should be used to set gaps

First shot shows a mechanic pulling high-tension wires off plugs and removing the plugs with a socket wrench. After cleaning the plugs he sets each gap with a feeler gage or spark gap gage by bending the side wire, not the center electrode. If there are any odd plugs in the set he replaces them with the proper type. He knows that the same type of plug should not be used in all engines. but all plugs in one engine should be the same.

Continuing with the job he takes off the distributor gap and removes the rotor. Then he turns the engine over slowly, or has someone turn it, until the breaker points are fully open. He checks the gap with feeler gage or ignition gage and sets it to the opening specified by factory. If points are worn or pitted, he grinds or replaces them with new points and sets the gap to standard.

Ignition timing is next, and he attaches a lamp testing outfit to the distributor. The instant the lamp lights, with ignition switch ON, the points are open. He spots spark timing mark on flywheel and checks this against flicker of lamp as spark is advanced or retarded just a trifle. Or our mechanic turns the engine over very slowly and checks flash of lamp against flywheel mark.

Before doing anything to the carburetor he drains the sediment bulb or fuel filter, cleans the vacuum tank screen or fuel pump screen and the carburetor inlet screen, if any.

Checking valve tappets is a part of a complete engine tune-up, although adjustment may be another flat rate operation. If tappet clearance is given for cold engine, the usual standard for L-head engine, the mechanic makes this check near the end of the job so that the engine will be cool. In case the engine has been working hard for a long time he will allow it to cool off before starting the engine tune-up, if possible. If tappet clearance is given, engine hot, tappets are adjusted first or not until all other work is completed and the engine can be started.

On the screen appears a close-up of the mechanic while he places a strip of feeler stock between an inlet valve stem and the tappet. He uses long-handled tappet wrenches and brings the tappet up until the feeler gage strip is held firmly but not pinched by the tappet and valve stem. He then tightens the adjustment, checks it again with the feeler. Another feeler strip is used on the exhaust valve gap and the job repeated on each of the valves in turn.

The next scene shows the mechanic picking up the spark plugs one at a time and placing them in the cylinder head. After each plug is screwed into position with a socket wrench he gives an extra pull on the wrench handle to make sure that the plug is seated gas-tight.

Some time during the job the fan belt is checked and adjusted. The hero of this maintenance story does not pull the fan belt as tight as he can, but on the contrary he makes the adjustment loose, rather than tight. In fact, he pulls the belt too tight and then slacks it off to proper running tension.

The hood is still up and the mechanic starts the engine and makes a general inspection to see that everything is running properly. If the engine is of the overhead valve type and tappet adjustment is to be made with engine hot, he

(Turn to page 46, please)

White Designs De Luxe Job for Line Work

Tower Truck With Wood Hydraulic Hoist Sports Smartness and Utility

A TOWER truck which combines the smart appearance of a de luxe delivery car with the utility of one-man operation of the hydraulic tower hoist was recently developed by the White Co., in conjunction with engineers of the Cleveland Railway Co.

The average tower truck is far from beautiful; the tower looks like scaffolding built on the chassis and the body, with tool boxes, wires and tackle exposed to view—and weather—adds nothing to the looks.

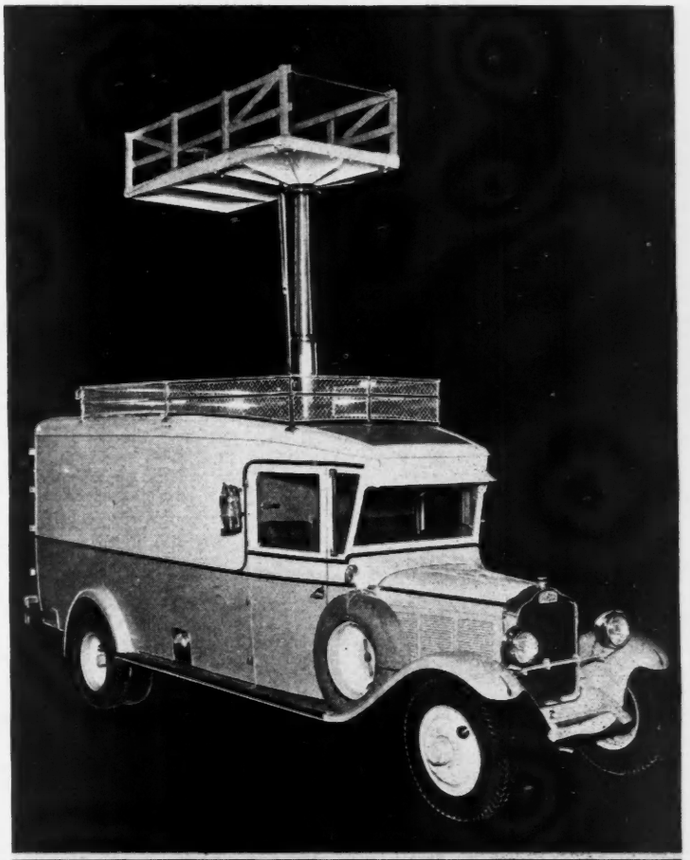
In the de luxe White tower truck the delivery car body not only is attractive in appearance but it provides inclosure for tools and space for three workbenches. Thus equipment is protected from the weather at all times and may be locked up when not in use.

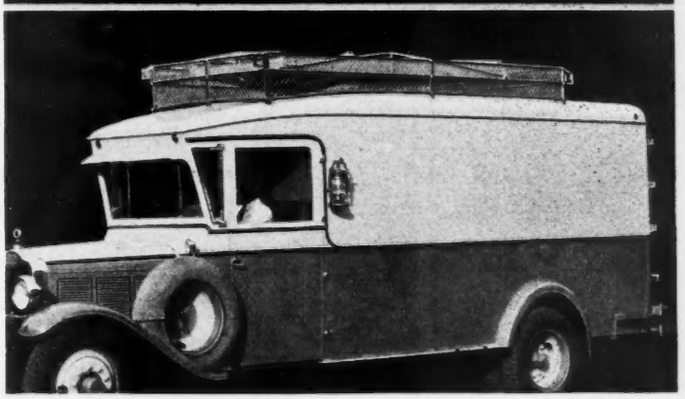
The tower is mounted on the frame directly in back of partition at the rear of the driving compartment. The assembly embodies a Wood hydraulic cylinder 7 in. in diameter with a 5-in. hollow piston. The gear pump is driven from a power take-off. Working platform is of swivel design, 9 x 4 ft., of wooden construction with steel brace rods and high double guard rails. It is insulated between platform and base plate.

Lowered in carrying position the top of the platform is 10 ft. 3 in. from the ground and when fully elevated reaches a height of 17 ft. The tower can be operated from the top of the platform or from control levers in the driver's compartment, providing for one-man operation. Full elevation of the platform requires 40 seconds.

The chassis is a White Model 51-A which, however, is equipped with a Model 58 front axle to assure easy steering and shorter turning radius in traffic.

Exhibited at the recent A.E.R.A. show in Atlantic City this tower truck attracted much attention.





***Right, above:** A door in right side of partition in rear of driver's compartment gives access to interior of the body. There are also two doors in the rear. Inside the body tool and parts cupboards may be built and there is room enough for three work benches. Contributing to smart appearance are the spare tires in fender wells, disk wheels, panels extending to running-board height, belt line carried forward to radiator, chrome-plated exterior metal parts, forwardly inclined windshield and bus-type front marker lights. Right: When lowered into traveling position guard rails of the platform are placed out of the way and the assembly is almost concealed by the screen which resembles a bus baggage rack*

MACK POWERS BC

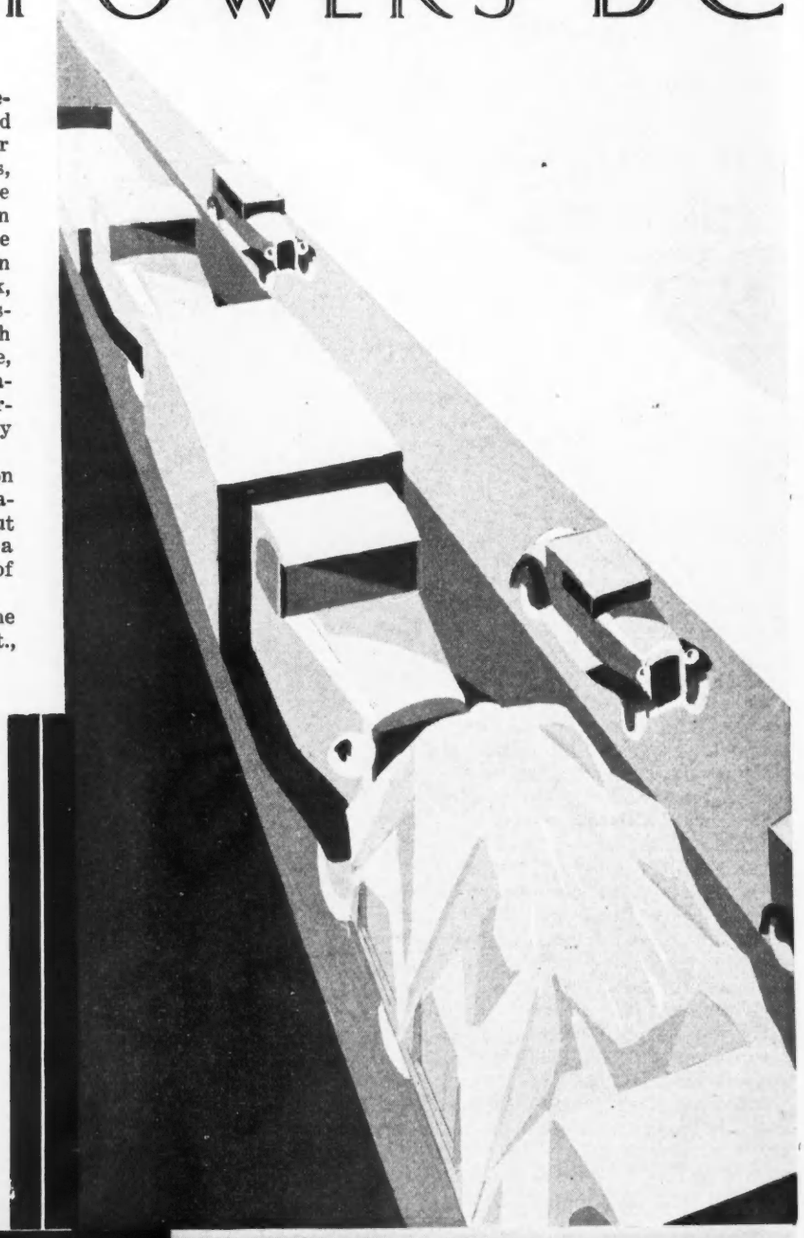
A NEW model six-cylinder fast truck, designed to carry loads of 2½-tons and to keep up with ordinary passenger car traffic on country roads, as well as city streets, is the latest offering of Mac. Although the new truck is offered with either dual-reduction gear or chain drive, as is the case with the Mack AB, and its carrying capacity is within the range of other Mack models, the BC truck, as it is designated, does not replace any present Mack model. Designed to operate at high speed, it is powered with a 4 by 5½ in. engine, developing 100 hp. at 2400 r.p.m., a comparatively fast rear axle ratio of 6.69 to 1 and four-wheel internal brakes, operated mechanically with vacuum booster.

Combined fan and water pump, mounted on front of the cylinder block, crankcase ventilation and throttle-controlled exhaust heat about the vertical section of the intake pipe and a high-pressure oiling system are but a few of the interesting features of the new engine.

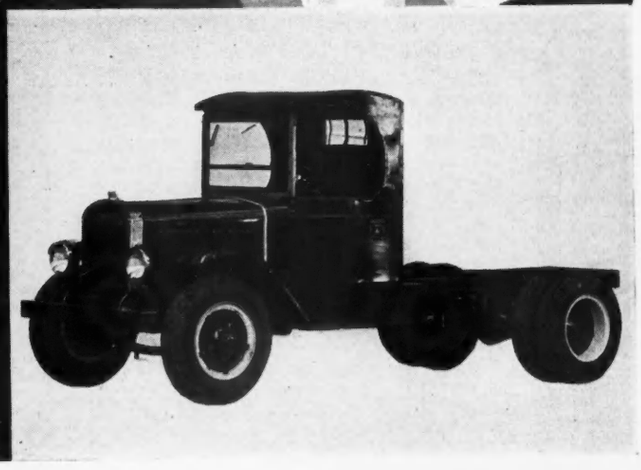
With a displacement of 414.4 cu. in., the engine develops maximum torque of 276 lb. ft., at 1400 r.p.m. Power output is 95 hp. at 2000 r.p.m. and 100 at 2400 r.p.m. Compression ratio is 4.8 to 1. Cylinders are cast in block with a separate single head. Pistons are light weight cast-iron type, 5 in. long. Piston pin bosses are diamond-bored. Pins, which are full-floating, are 1⅛ in. diameter and 3⅝ in. long.

Connecting rods are tubular, machined all over, and are made of drop-forged molybdenum steel. Bearings are direct-babbitted and are diamond-bored, diameter being 2½ in. and length 1 13/16 in.

Camshaft is mounted in four bearings, and is 1¼ in. in diameter. Valves are at right side and have flat seats, inlet is made of chrome nickel steel and exhaust of chrome silicon steel.



Below: Two views of Mack BC chassis, shaft drive



With 100 Hp. Six

Rated at 2½-3 Tons, New High-Speed Model is Offered With Either Dual Reduction Gear or Chain Drive

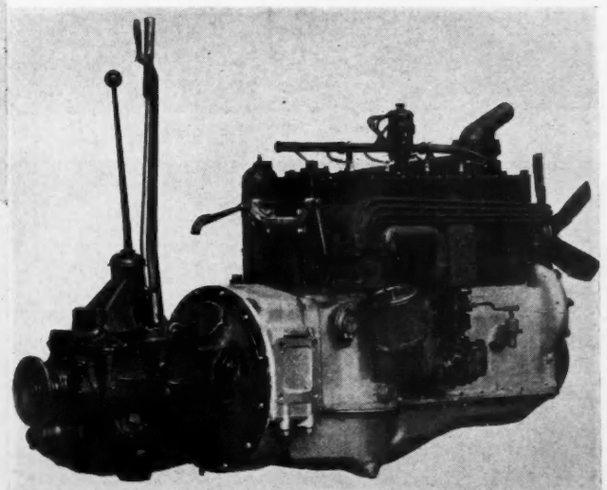
Specifications of BC Mack Trucks

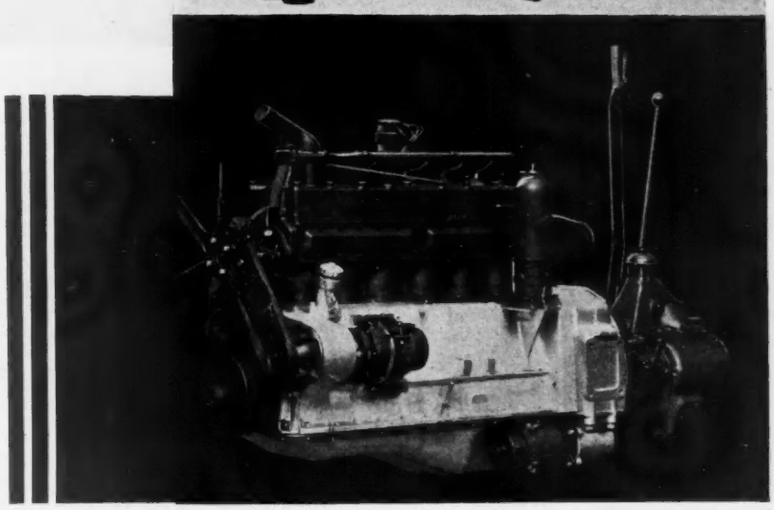
	dual reduction	chain drive
Model		
Capacity	2½—3 tons	2½—3 tons
Wheelbase, standard	154, 172	154, 172
Wheelbase, special	190	190
Tires, front standard	36 x 4 solid	36 x 4 solid
optional	36 x 8 pneu.	36 x 8 pneu.
Tires, rear	36 x 8 solid	36 x 8 solid
optional	36 x 8 dual pneu.	36 x 8 dual pneu.
Engine, model	Mack BC	Mack BC
size	6—4 x 5½	6—4 x 5½
displacement	414.4 cu. in.	414.4 cu. in.
hp. and r.p.m.	100 @ 2400	100 @ 2400
Number of main bearings	7	7
Diameter of main bearings	3 in.	3 in.
Piston material	cast-iron	cast-iron
Compression ratio	4.8 to 1	4.8 to 1
Oiling system	pressure	pressure
Carburetor, make	Stromberg	Stromberg
size	1¼ Duplex	1¼ Duplex
feed	vacuum	vacuum
Ignition	Northeast	Northeast
Generator	Northeast	Northeast
Starter	Northeast	Northeast
Gasoline tank, location	under seat	under seat
capacity	35 gal.	35 gal.
Radiator, type	tubular	tubular
temperature control	thermostat	thermostat
Clutch, type	plate	plate
Transmission, make and mounting	Mack unit	Mack unit
Universals	Spicer	Spicer
Rear axle, make	Mack	Mack
type	full floating	dead
drive	dual reduction	chain
Steering gear	worm and sector	worm and sector
Service brakes, make	Mack	Mack
location	4 wheels	4 wheels
type	internal	internal
method of operation	mechanical	mechanical
auxiliary operation	vacuum	vacuum
size of drums, front	17 x 3	17 x 3
size of drums, rear	18 x 3½	18 x 3½
Hand brake, make	Mack	Mack
type	drum	drum
size	11 x 6 in.	10 x 4 in.
Springs, front	42½ x 3	42½ x 3
leaves	12	12
Springs, rear	56 3/16 x 3½	48 x 3
leaves	11	14
Frame, type	flexible	flexible
	tapered	tapered
depth, front	4⅛	4⅛
depth, middle	8 in.	8 in.
de[illegible]	6 3/16	6 3/16
w[illegible]	2¼	2¼
th[illegible]	¼	¼
[illegible]	steel spoke	steel spoke

A cold circulation type by-pass is incorporated in the cooling system, set to open at 150 deg. and close at 175 deg.

Transmission is a four-speed unit, with direct on fourth. It is provided with a pyramid-shaped control assembly as well as an S.A.E. tire pump mounting, a power take-off and countershaft extension. The gear-drive model has two driveshafts with four joints. The center support of two ball bearings also carries the driveshaft hand brake assembly.

Chain drive model has a semi-floating type of jackshaft and also is equipped with four-wheel service brakes and driveshaft type hand brake.



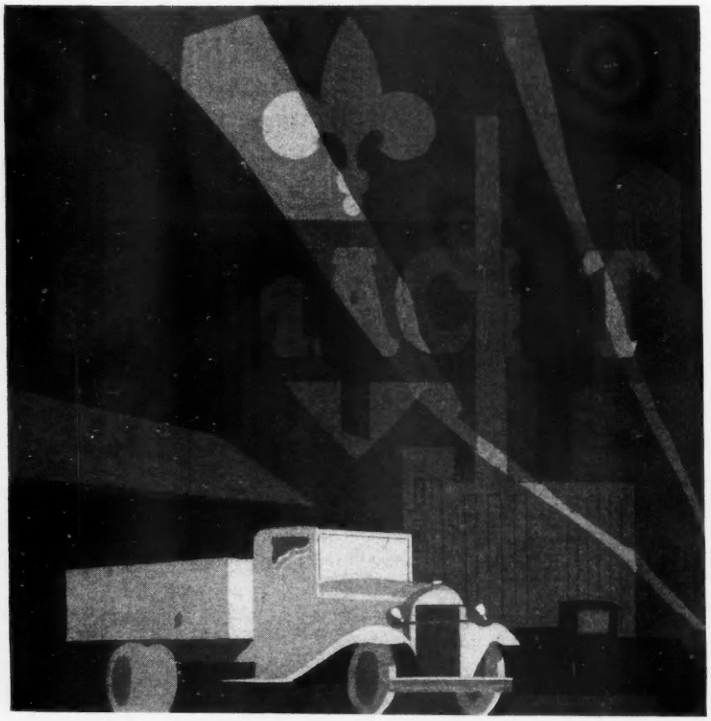


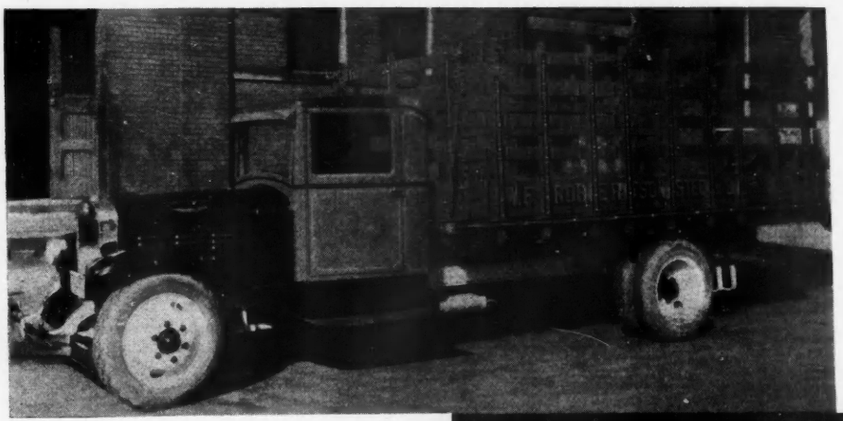
Right, above: Crankcase ventilation is provided by a flexible tube extending from the valve cover plate to the elbow on the carburetor air intake. Air entering the carburetor is filtered through an Air Maze cleaner. Pressure lubrication system operates under a pressure of 55 lb. and extends to main connecting rod and camshaft bearings. Acceleration is mounted in a bracket bolted to the cylinder

Right: Crankcase extends below center line of crankshaft for greater rigidity. The fan and pump are driven by belt from the generator drive shaft. The H. W. Filtrator is placed on a bracket just forward of the flywheel housing. Water jacket space may be cleaned through openings under two covers bolted to cylinder block. Passage extending through cylinder block and head to top water outlet by-passes water until engine reaches operating temperature

SCHACHT COMES OUT

New Chassis, Rated From 1½ to 5 Tons, Extend Present Line to 10 Units





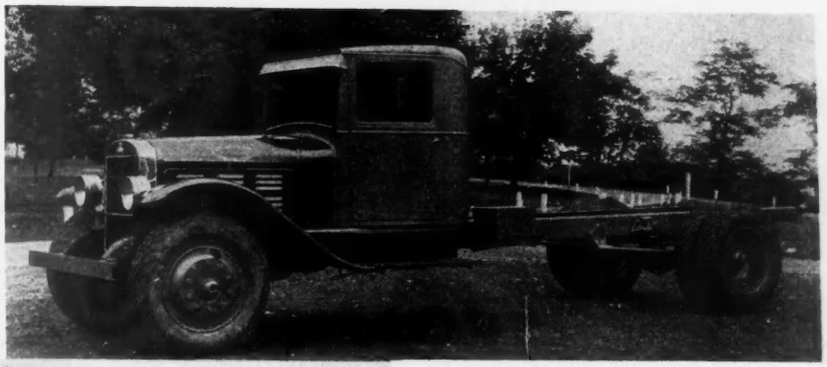
THE production of five new models announced by The LeBlond-Schacht Truck Co., Cincinnati, extends the Schacht truck line to 10 units. The new units, which replace former models of the same carrying capacity, range from 1½ to 5 tons, and are designated, rated and listed as follows: Series 15, 1½-ton, $1,765; Series 20-A, 2½-ton, $1,950; Series 25, 3-ton, $2,295; Series 30, 4-ton, $2,975, and Series 40, 5-ton, $3,400. Series 20, a 2-ton chassis listing at $1,850, is the only job in this range that continues the same as formerly. Series 60, 65, 70 and 75, the heavier units of the line, are unchanged in price and specifications.

Six-cylinder engines, unit-mounted four-speed transmissions, full-floating rear axles, Spicer universals, Ross cam-and-lever steering, pneumatic tires and Lockheed four-wheel hydraulic brakes are common to all the models in the 1½ to 5-ton range.

Series 25, with a rated capacity of 3 tons, is completely new. Attractive appearance has been attained in this model by streamlining and by chromium plating the radiator, lamps and bumper. It is powered by a six-cylinder 3¾ by 4½ in. Waukesha engine with seven-bearing crankshaft. Mounted in unit with the engine is a multiple-disk clutch and a Brown-Lipe Model 35 four-speed transmission. A full-floating Timken bevel rear axle with a gear ratio of 6.17 to 1 is employed. The 7-in. pressed-steel frame is tapered and suspended on semi-elliptic springs. The Lockheed brakes are energized by B-K vacuum boosters. The hand brake actuates shoes on a drum mounted on the transmission. Radius rods are a standard feature on this model.

Left: Series 25, Schacht's latest 3-ton model, showing attractive streamlining. Below: Schacht Series 20 equipped with a special tank body. It has a rated capacity of 2 tons and is powered by a six-cylinder 3⅜ x 4⅝ in. Continental engine

WITH 5 NEW MODELS



Views of Schacht Series 30 and 40. Series 30, right, is equipped with a heavy double reduction Wisconsin 6.36 to 1 rear axle. Series 40, below, the outstanding heavy duty unit of the new models, is powered by a six-cylinder 4⅛ x 4½ in. Hercules engine

The Series 20, nominally rated at 2 tons, and powered by a 3⅜ by 4⅝ in. Continental 16C engine, serves as a basis of Series 15 and 20-A. Series 15 has single pneumatic tires on spoke wheels, while Series 20-A has a large Timken bevel rear axle (full-floating), making it more suitable for tractor and trailer operation or light dump truck service.

The Series 30 chassis, with its 7-in. frame, six-cylinder 4 by 4½ in. engine and double-reduction Wisconsin 6.36 to 1 rear axle, is heavier and more powerful than the former Schacht Model T. Pedal pressure of the service brake is amplified by B-K vacuum boosters. The hand brake acts on the propeller shaft through a Tru-Stop disk brake, made by the American Cable Co. Standard equipment includes 34 by 7 in. pneumatic tires, dual rears, electric lights, starter, bumper and speedometer.

Attractive and well-proportioned, the Series 40 chassis is the outstanding heavy-duty unit of the new models. It is equipped with a 4⅛ by 4½ in. Model WXC2 Hercules engine, mounted in unit with a Fuller transmission. The rear axle, a double-reduction Wisconsin, Model 1427H, is stated to be exceptionally large for a truck of this capacity. The braking system is similar to that employed in the Series 30, consisting of Lockheed brakes, B-K vacuum booster and Tru-Stop disk.

Specifications of New Series Schacht Trucks

MODEL	20	25	30	40
Chassis price	$1,850	$2,295	$2,975	$3,400
Capacity	2 tons	3 tons	4 tons	5 tons
Wheelbases	136-160 in. 174 in.	134-146-160 in. 174-188-199	134-146-160 in. 174-188-199 in.	134-146-160 in. 174-188-199 in.
Tires, front, standard	32 x 6 in.	32 x 6 in.	34 x 7 in.	36 x 8 in.
Rear, standard	32 x 6 dual	32 x 6 dual	34 x 7 dual	36 x 8 dual
Engine, make and model.	Cont. 16 C	Waukesha XK	Waukesha 6 x 4	Hercules WXC2
size	6—3⅜ x 4⅝	6—3¾ x 4½	6—4 x 4½	6—4⅛ x 4½
displacement	248.3 cu. in.	298 cu. in.	339 cu. in.	360 cu. in.
Hp. and r.p.m.	65 at 2600	66 at 2200	73 at 2200	80 at 2200
Lubrication, type	pressure	pressure	pressure	pressure
Carburetor, make	Zenith	Zenith	Zenith	Zenith
feed	pump	vacuum	pump	pump
Gasoline tank	18 gal.	22 gal.	22 gal.	22 gal.
location	under seat	under seat	under seat	under seat
Starting, lighting and ignition	Delco	Delco	Autolite	Autolite
Radiator	tubular	tubular	tubular	tubular
Transmission	Brown-Lipe 35	B-L 35	Fuller MGU	Fuller MGU
Speeds, mounting	4—unit	4—unit	4—unit	4—unit
Universals	Spicer	Spicer	Spicer	Spicer
Front axle, make	Tim. 12703 H	Tim. 14703 H	Shuler 5572	Shuler 5572
Rear axle, make	Tim. 54000 H	Tim. 56000 H	Wis. 8817 AL	Wis. 1427 H
Final drive	bevel	bevel	double reduction	double reduction
Type	full float.	full float.	full float.	full float.
Ratio, standard	5.83	6.17	6.36 com'l.	7.14 com'l.
optional			7.14 dumps	8.00 dumps
Drive and torque	springs	radius rods and springs	radius rods and springs	radius rods and springs
Steering gear	Ross	Ross	Ross	Ross
type	cam and lever	cam and lever	cam and lever	cam and lever
Service brakes	4 wheel—L'heed.	4 wheel—L'heed	4 wheel L'heed.	4 wheel L'heed
Operation	hydraulic	hydraulic	hydraulic	hydraulic
Auxiliary		B-K vacuum	B-K vacuum	B-K vacuum
Size of drum, front	2¼ x 16 in.	2¼ x 16 in.	3½ x 16 in.	3½ x 16 in.
rear	2¼ x 16 in.	3½ x 16 in.	4 x 17¼ in.	5 x 17¼ in.
Hand brake, make	Brown-Lipe	Brown-Lipe	Tru-Stop	Tru-Stop
type	external	external	disk	disk
location	propeller shaft	propeller shaft	propeller shaft	propeller shaft
size	8¼ x 2½ in.	8¼ x 2½	12 in.	12 in.
Springs, front	40 x 2½—9	40 x 2½—10	40 x 2½—10	40 x 2½—10
rear	50 x 3—11	50 x 3—13	50 x 3—14	50 x 3—16
Auxiliary springs	37 x 3—5	37 x 3—5	37 x 3—5	37 x 3—5
Frame, size	6 x 3 x ¼ in.	7 x 3 x ¼ in.	7 x 3 x ¼ in.	8 x 3 x ¼ in.
type	taper	taper	taper	taper
Wheels,	Budd	Budd	Budd	Budd
type	disk	disk	disk	disk
Chassis weights	4500 lb.	5600 lb.	6500 lb.	7000 lb.

HERCULES BUILDS FOURS FOR HEAVY DUTY

New Three-Model "OO" Series Similar to "OX" Types

THE Hercules Motors Corp., Canton, Ohio, has developed a new four-cylinder series of L-head engines for heavy-duty service in the lower horsepower ranges. Built in three models, the new "OO" engines, as they are designated, embody the characteristics of the Hercules "OX" engines, of which they are smaller counterparts.

Except for differences in bore sizes and the parts affected thereby, the "OO" Models are identical in general design and the majority of the parts are interchangeable. The models are known as "OOA," "OOB," and "OOC," have bores of 3½, 3¾ and 4 in., respectively, a common stroke of 4½ in. and develop maximum horsepower of 35, 38 and 41 at 2000 r.p.m.

As in all Hercules engines, the "OO" Models have the crankcase integral with the block. The crankshaft is 2 in. in diameter and is carried in three main bearings. For further specification details, see accompanying table.

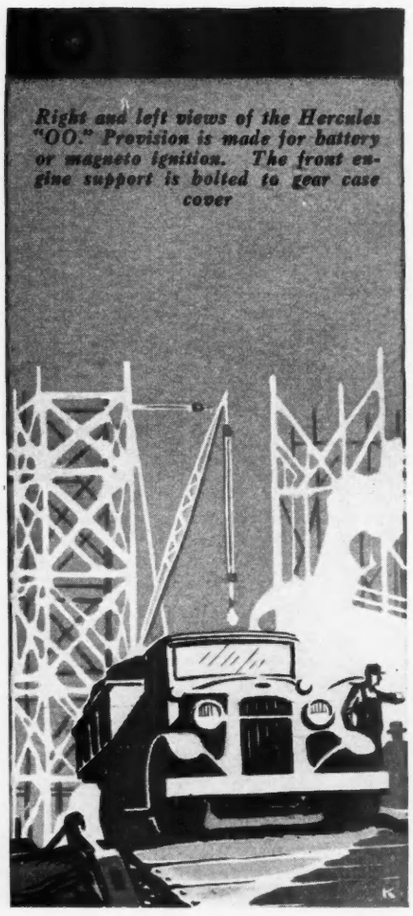
Water for cooling flows from a high pressure centrifugal type water pump and is directed against the valves through a passage between the valves and the cylinders. To more quickly dissipate heat, the valve ports are designed to bring the valve guides up close to the valve heads. The fan is driven by a pulley located on the front end of the crankshaft.

Lubrication is full force feed. The pump is located beneath the center main bearing and is driven from the camshaft by spiral gears. Oil pressure

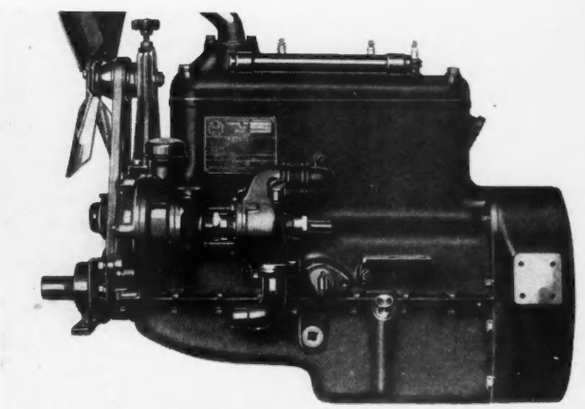
(Turn to page 46, please)

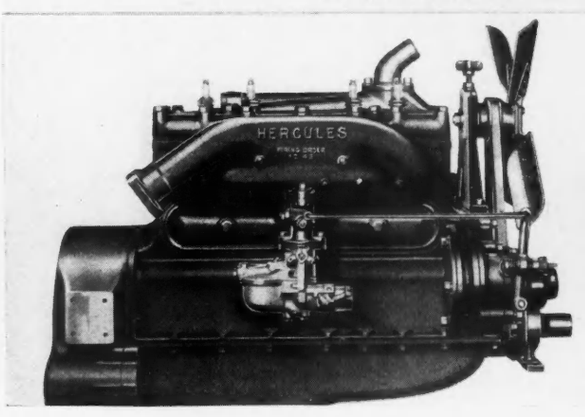
Hercules "OO" Series

	OOA	OOB	OOC
Model	OOA		
Type	L-head		
*Bore and stroke	3½ x 4½ in.	*3¾ x 4½ in.	4 x 4½ in.
†Displacement	173.2 cu. in.	†198.8 cu. in.	226.2 cu. in.
‡Hp. @ 2000	35	‡38 hp.	41 hp.
No. of main bearings	3		
Size of journal	2 in.		
Length, front bearing	2 3/16		
second bearing	2¼		
third bearing	2¾		
Crankcase, material	chrome nickel iron		
Oil pan, material	pressed steel		
Connecting rod bearings, diameter and length	2 x [illegible] in.		
type	not removable		
length, C to C	8 in.		
Valves, material, inlet	S.A.E. 3140		
material exhaust	Silchrome		
lift	21/64 in.		
size, inlet	1½ in.		
size, exhaust	1⅜ in.		
stem length	4 59/64 in.		
Camshaft, material	hot rolled steel		
No. of bearings	4		
drive	helical gear		
width of gear	⅞ in.		
Piston material	cast iron		
Pin lock in	rod		
Weight approximate	500 to 520 lb.		
Suspension	3 or 4 point		
Lubrication	force-feed		
Compression ratio	4.2 to 1		



Right and left views of the Hercules "OO." Provision is made for battery or magneto ignition. The front engine support is bolted to gear case cover





NEW RELAY DUMP COMES IN 3 WHEELBASES

2½-Ton Model 50D Also Carries 2 and 3-Ton Ratings

Specifications of 2½-Ton Relay

Model	50D
Capacity	2½
Wheelbase, standard	160½ in.
optional	139 in.
special	174 in.
Engine, make and model.	Buda DW-6
size	6—3¾ x 5
Displacement	330 cu. in.
Hp. @ 2100 r.p.m.	70
Compression ratio	4.60 to 1
Lubrication type	pressure
Carburetor, make	Zenith
Feed	vacuum
Gasoline tank, capacity.	20 gal.
Location	under seat
Starting, lighting, ignition	Auto-Lite
Radiator, make	own
type	fin and tube
Clutch, make and model.	B.L. 51
type	multiple disk
Speed, mounting	5-unit
Universals, make	Blood Bros.
material	metal
Front axle, make	Timken 14704H
Rear axle, make	Relay 60
Ratio, standard	7.88 to 1
Steering gear, make	Hannum
type	screw and lever
Service brakes	4-wheel Lockheed
Method of operation	hydraulic
Springs, front, size	40 x 2¼ in.—10
Rear spring	54 x 3 in.—12
Frame, depth, stock	7 x ¼ in.
Length of dash to center of rear axle	130¼ in.

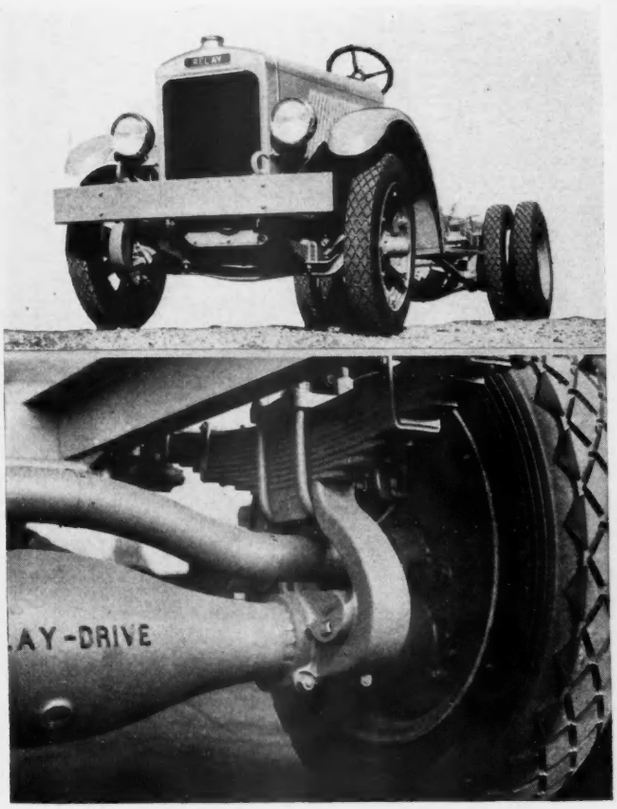
THE Relay Motors Corp., Lima, Ohio, has announced the addition of a new 2½-ton truck, known as 50D, to its line. This new model, especially designed with short turning radius and weight distribution best fitted to dump truck operation requirements, is offered in three wheelbase sizes, namely: 160½ in., standard; 139 in., optional short and tractor, and 174 in., special long. This model besides its rating at 2½-tons will also carry a 2 and 3-ton rating. Prices are $3,860, $3,950 and $4,050, according to rating.

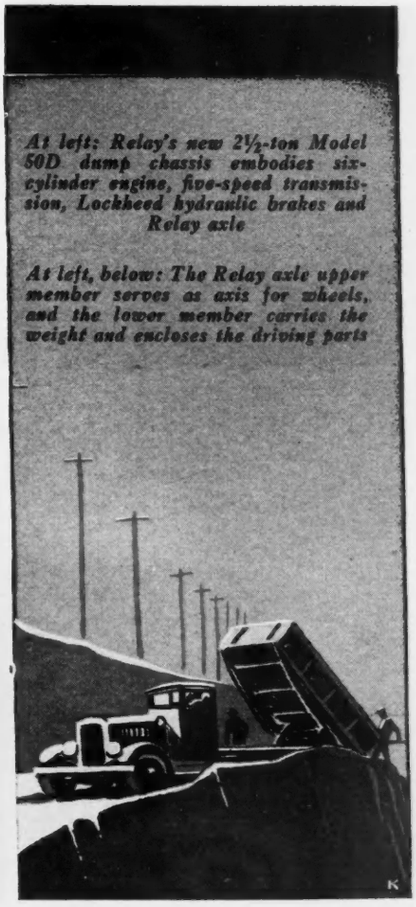
The unit embodies a six-cylinder engine, five-speed transmission, four-wheel Lockheed hydraulic brakes and Relay suspension drive axle.

Tire equipment, depending on rating, is as follows: 36 x 6 in. pneumatics front with 36 x 6 in., 38 x 7 in., or 40 x 8 in. dual rears.

The powerplant, a 3¾ x 5 in. Buda DW-6, has a compression ratio of 4.60 to 1 and develops 70 hp. at 2100 r.p.m. It is mounted in unit with a Brown-Lipe multiple-disk clutch and Model 5 five-speed transmission. Starting, lighting and ignition are furnished by Auto-Lite equipment.

The rear axle, providing a total double reduction of 7.88 to 1 is of the full-floating type and Relay design. Drive is taken by radius rods and torque through springs. Service brakes are four-wheel Lockheed hydraulic, with 16 x 2¼ in. drums in front and 20 x 4 in. drums at rear. The hand brake, which is of Relay design, is of the external type mounted on the propeller shaft. Drum size is 10 x 6 in.





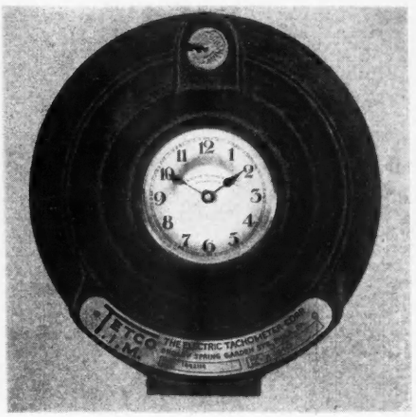
At left: Relay's new 2½-ton Model 50D dump chassis embodies six-cylinder engine, five-speed transmission, Lockheed hydraulic brakes and Relay axle

At left, below: The Relay axle upper member serves as axis for wheels, and the lower member carries the weight and encloses the driving parts

SEVEN-DAY TIME RECORDER

One Winding and One Chart Serve for Period

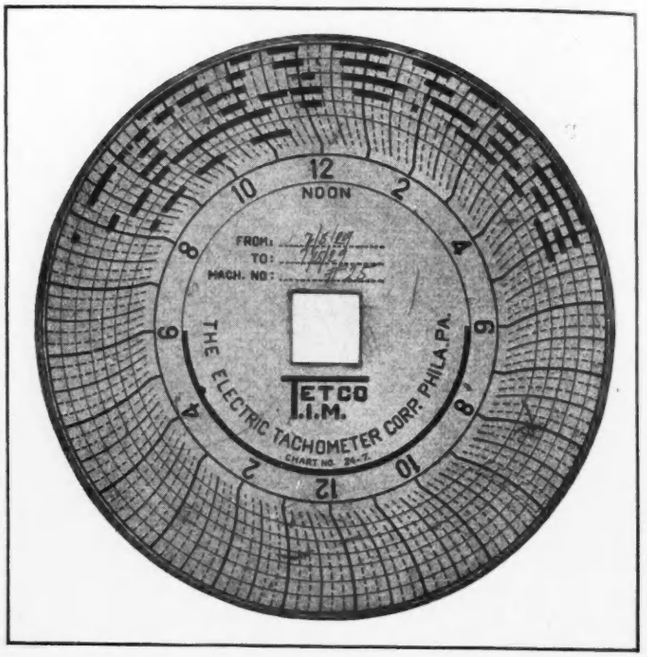
A NEW time recorder that gives a complete operative and idle-time record of the vehicle on which it is mounted over two, four or seven-day periods is being marketed by The Electric Tachometer Corp., Philadelphia, Pa. It is known as Tetco Tim. One chart of this instrument serves for the duration of the recording period, there being a separate circle for each day's record. One day's record cannot overlap or interfere with the succeeding day's record, as each is made on a new circle. One winding of an eight-day clock is sufficient for the duration of the chart. The multi-day chart not only eliminates daily replacements, which means saving in time, effort and less charts, but permits a quick check-up and comparison between the days in the period on a single record.



Front view of the Tetco Tim seven-day time recorder

An added feature is a clock dial located on the front of the instrument, which gives it extra utility and facilitates correct time-setting of the chart.

Records are made by a hardened steel stylus, actuated by the vibrations of a pendulum, which in turn is set in motion by the vibrations of the vehicle to which the instrument is attached. A heavy line scratched by the stylus in the wax-covered surface of the chart indicates time in operation. A thin line shows that the vehicle has been idle. A patented mechanism trips the stylus arm to the next circle at the end of each complete revolution of the chart.



Reproduction of the multi-chart showing complete seven-day record. Each circle represents one day's operation, and each small division is equivalent to 10 minutes. This chart was installed 9.35 a. m. Tuesday. Wednesday operations started at 7.37 a. m. Absence of the thin line between 11.10 a. m. and 11.50 a. m. Thursday indicates that the recorder was opened. There was no operation from Saturday 12.10 p. m. until Monday 8.10 a. m. Chart removed Monday 11.30 a. m. The chart indicates no operation during the night

DAY-ELDER

BESIDES reducing the price of several of its models $50, National Motors Mfg. Co., Irvington, N. J., maker of the Day-Elder line of trucks, has made changes in tire sizes, frames, springs and chassis measurements for greater strength and increased carrying capacity. Other improvements include a new cab for the 1¼-ton MF model and four-wheel brakes for the KF 4-5-tonner.

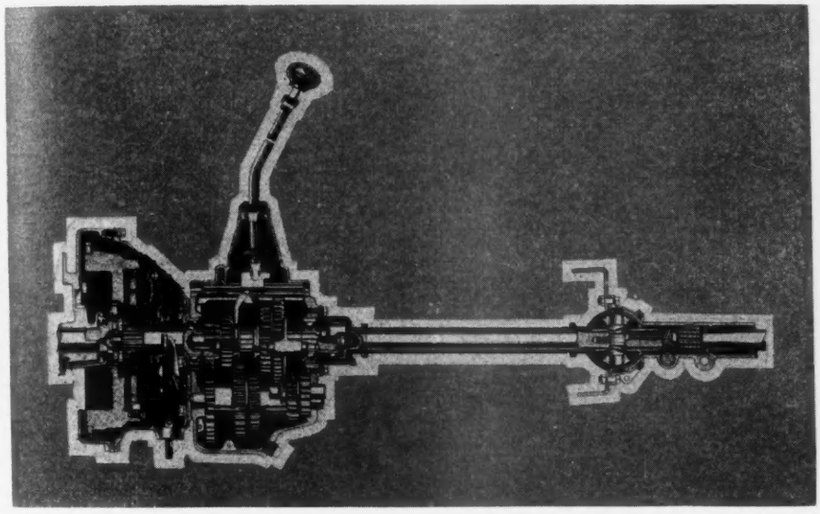
Tire changes provide the use of the same size singles and duals on the following models: GF 1½-tonner, 8-ply 30 x 5's; HBF 2-tonner, 10-ply 32 x 6's, and JF 3-tonner, 10-ply 34 x 7's. Budd wheels are standard on all the foregoing models. Tapered channel frames are used instead of straight-channel types on Models GF, HF, HBF, KF and 30A. On the first three models the side channel has a maximum depth of 7 in. and tapers to a depth of 4 in. at the forward and 5 in. at the rear end. In the previous frame the depth was 5¾ in. throughout its length. On the other models the frame tapers from 10 in. to 4⅛ in. at the front and 6⅛ at the rear. Previously these frames were 9 and 8 in. deep. Stock 5/16 in. thick is used instead of ¼ in.

Helper springs are now used on all models. They are mounted on top of the regular springs, being held at their center by the main spring bolt. Spring ends come into play against bumper plates which are bracketed to the side frame members. Chassis changes on the GF, HF and HBF models increase the overall length 3 in. and the distance from the dash to the end of frame 4 in.

The new cab for Model MF is of the full-door type with passenger type window regulators and remote door controls. It is fitted with cadet visor, one-piece windshield and artificial blue leather upholstery.

FORD PUTS 4 SPEEDS ON MODEL AA TRUCK

Reduction in Low More Than Twice That of Former Transmission



Cross section of new Ford model AA four-speed transmission. Anti-friction bearings are used throughout, except on reverse idler. Transmission case bolts to bolted clutch housing. At right is universal joint on forward end of torque tube. A frame cross member supports the torque tube, relieving the transmission case of this strain

A NEW four-speed transmission is now in production on the Model AA Ford truck. Greater pulling ability in low and reverse is provided by the new unit, low gear giving a total reduction of 33.08 to 1, with a 5.17 to 1 rear axle ratio, compared with 15.95 to 1 for the former low gear. In fact reduction of the new transmission in second is just about equal to the low gear of the three-speed gearset.

Gear ratios of the four-speed set are: Low 6.4 to 1, second 3.09 to 1, third 1.69 to 1 and direct in high. Reverse is 7.82 to 1. Corresponding ratios of engine to rear wheels with high or low rear axle ratios follow:

Speed	5.17 ratio	7.25 ratio
High	5.17 to 1	7.25 to 1
Third	8.74 to 1	12 25 to 1
Second ..	15.97 to 1	22.4 to 1
Low	33.08 to 1	46.4 to 1
Reverse ..	40.43 to 1	56.69 to 1

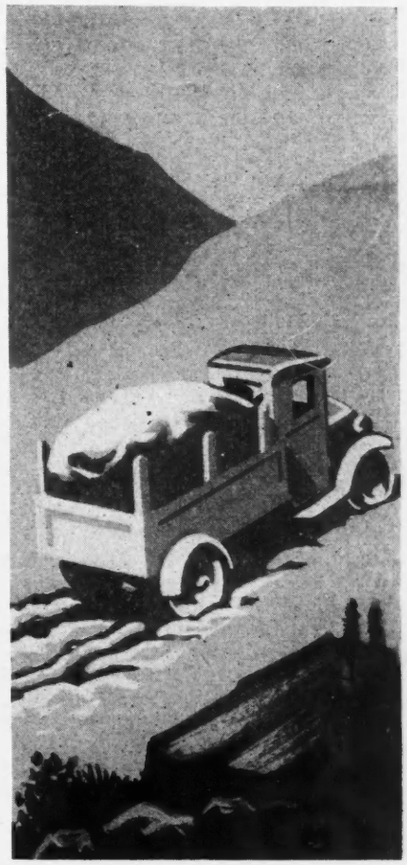
Second speed of the new transmission occupies the same gear shift position as low of the three-speed unit. Low is to the left and forward, which was formerly reverse. Third speed is to the right and forward and high gear is the same as before. Reverse is now engaged by operating a latch on the lever and then moving all the way to the right and then back.

An opening is provided on the right side of the transmission case for a power take-off. Power is taken from the cluster gears. The opening is covered by a steel plate.

Gears and shafts are of chrome alloy steel, heat-treated. Roller bearings are used on the countershaft and on the pocket or spigot connection. Clutch shaft and driveshaft are mounted on ball bearings, the front bearing being an S.A.E. 209 and the rear an S.A.E. 307. The reverse idler is carried on a bronze bushing.

An enclosed coupling shaft connects the new transmission with the forward end of the rear axle torque tube. At the front power is transmitted through an internal-external tooth coupling. These teeth permit an angular movement of five deg. At the rear is an enclosed self-centering universal joint. Center to center distance between joints is 20 in.

The coupling shaft is on a direct line with the crankshaft of the engine and instead of being parallel makes an angle of about three degrees with the top of the frame.



Why Waste Fortunes

(Continued from page 36)

covers the radiator, or closes the shutters, to bring water temperature up to standard quickly. He watches the dash engine-heat indicator if there is one; if not, he places a thermometer in the top of the radiator to determine water temperature.

When the engine is hot he adjusts the tappets, following the same general procedure as with an L-head engine except that the adjustment is at the top of push rods instead of in a valve tappet gallery.

Ordinarily, little need be done to the carburetor except to check the idling adjustment and the throttle low-speed stop screw. Idling adjustment affects the throttle position for idling speed, and after adjusting the idling mixture the mechanic reduces throttle opening with throttle on steering column closed until engine is just ticking over.

The engine tune-up job is finished, unless a road test is to be included. If there is to be no road test the mechanic makes sure that brakes do not drag and that nothing else is causing undue friction when the truck is coasting. This he does by using a brake tester, jacking up the wheels and turning them by hand or by driving the truck for a mile or two and coasting to a stop. Dragging brakes will be warm or, perhaps, hot. Or the coast itself may be a test of free running. A truck known to be free of excess friction is coasted on a level road at a certain speed, say 20 m.p.h. The distance it coasts is noted by phone poles or other distinguishing marks. This becomes a yardstick by which other trucks are gaged.

Final scene is a fade-out showing a truck leaving the service station.

Rise of Balloons

(Continued from page 31)

sure tires. All models in these two classifications are now on balloons.

Two 1-ton models were on balloons a year ago; this year five models have balloons on front tires, at least. Balloons were listed as standard equipment last month on front wheels of the Ford 1½-ton truck, and two other 1½-ton models, the Republic Fleetmaster and GMT T30-3003, also have balloons on the front.

Balloon tires will supersede high pressure tires on trucks not because of sentiment or guesswork or even for factory convenience but because they possess advantages which are important to the truck owner. This type of tire has been tested thoroughly in bus service for several years. It has also been tested in the most severe truck service. In fact some of the early tests were made by tire factories on truck installations where high pressure tires were giving lots of trouble, with consequent claims for adjustment.

Advantages of truck balloons over high pressure tires, as revealed in these and countless other tests, are: lower cost for same carrying capacity, greater mileage, less punctures, better traction, improved cushioning effect and higher speed. When operating advantages are coupled with lower cost, as in this case, acceptance of the proposition is likely to be rapid.

Price differential in favor of the balloon tire is not uniform throughout the range of sizes. In several sizes the balloon has slightly more carrying capacity than the corresponding high pressure tire. For illustration, a 30 x 5 heavy duty high pressure is rated to carry 1700 lb., while the corresponding balloons carry 1700 to 1900 lb., and a 36 x 8-in. high pressure carries 3600 lb., with a 9.00/20 balloon rated at 3500 lb. and the 9.75/20 rated at 4200 lb. available for the same service. The 9.00/20 costs much less than a 36 x 8 and the 9.75/20 costs slightly more.

There would still be a cost advantage for the balloon if both high pressure and balloon of the same capacity were of the same price. There is general agreement among those in touch with the situation that the balloon tire gives greater mileage than the high pressure and is less subject to puncture. In many instances it has been found that the harder the service the better the showing of balloons.

Area of contact with the ground is larger for a balloon tire and this not only gives better traction but reduces skidding on slippery places. The former is important in sand and other kinds of bad going and the latter is of value on paved roads. Improved cushioning effect of a balloon is taken for granted by operators who have their own experience with passenger cars as a guide in this respect. However, in fleet operation this cushioning effect is weighed in relation to its effect on maintenance costs in addition to its ability to give driver and load a smoother ride.

With so many advantages on the side of the balloon tire the question may arise, What, if anything, is preventing this change from high pressure tires taking place overnight, so to speak? The answer is that, as in the case of other developments, many separate but related problems must be worked out before large scale production can be undertaken. Developing truck sizes of balloon tires and then working out the manufacturing difficulties took both time and money. Balloons up to 10.50 width and a carrying capacity of 5000 lb. per tire are now available and larger sizes will be forthcoming later if desired. Not the least of the manufacturing problems is that of keeping price in line with that for high pressure tires now being produced in large quantities.

Allied with the balloon tire development problem is that of wheel and rim equipment, clearance between side of tire and side of truck body and state legislative restrictions on overall width of trucks. A pair of 10.50-in. balloons with proper spacing has an overall width of about 33 in. and two such pairs take up much of the allowable truck width.

Clearance figures are of importance in change-overs from solid tires. Many tire men do not hesitate to recommend a change from solids to balloons without the intermediate change to high pressure tires. In fact they advise the use of truck balloons in place of high pressure tires in all cases unless special conditions, such as clearances, prevent.

Change-overs from high pressure to balloon tires can be made on many trucks now in use without change of either wheel or tire equipment. The important dimensions are, of course, wheel diameter and rim width. If a high pressure tire is an oversize for the rim on which it is mounted some care should be exercised in placing a balloon on this same rim.

Hercules Fours

(Continued from page 42)

is adjustable. The breather cap is over the accessory driveshaft.

The pistons are of cast iron and carry three 3/16 in. rings above the pin, the lowermost being of the oil regulating type. Piston pins are of nickel molybdenum steel and are 1 in. in diameter and 2⅛ in. long in the first two models and 2⅝ in. in the last. Each pin is locked in the connecting rod by a clamp bolt, and is carried in two hard cast bronze bushings. Connecting rods are of "H" section. The camshaft, driven by helical gears is on the right side and rotates in four bearings. Valves are of the 45 deg. type and are operated by mushroom type tappets of nickel molybdenum steel.

The engine is supported in front by a bracket, obtainable for either three or four-point suspension, bolted on the gear cover. Provision for mounting an electric starter is made in either of the No. 4 or No. 5 S.A.E flywheel housings supplied. The starter flange is a No. 1 S.A.E., using a 13-tooth pinion. When self-starter is desired the flywheel is provided with teeth cut directly into the rim of the wheel. In the center of the block, near the center line of the crankshaft, is an opening for attaching a pipe for thermo-syphon cooling.

Refrigeration

(Continued from page 17)

The DryIce company has licensed a considerable number of body builders throughout the country who are building DryIce bodies in accordance with the patented designs.

Until recently distribution of this new mobile refrigerant has been somewhat restricted to North Atlantic, New England and several Mid-West States. Production has been expanded, however, and today plants are in operation as far south as Jacksonville, Fla., and as far west as Denver. Gradual coverage of the entire country is the plan of the manufacturer.

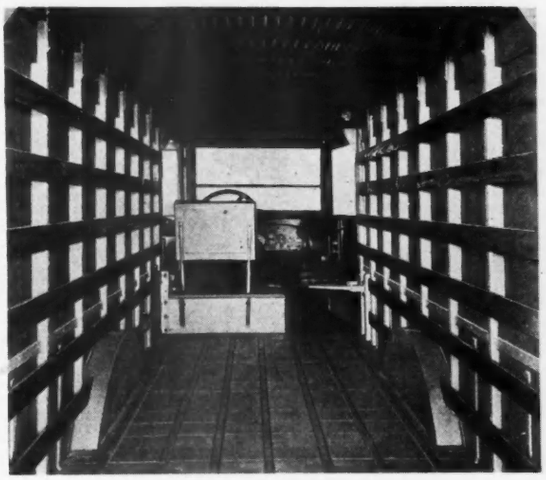
GENERAL MOTORS OFFERS EIGHT T-60 SPECIALS

9-Ft. De Luxe Panel Body for Model T-19 Chassis Also Announced

Above: Close-up of GMT T-60 Special showing the new two-stage rear spring

GENERAL MOTORS TRUCK CO. announces that by the use of heavier worm-drive axles, two-stage rear springs and larger tires Model T-60 is now available in eight new chassis types. The new types are known as T-60 Specials and have vehicle gross weight capacities ranging from 19,000 lb. up to 22,000 lb. One standard and two optional gear ratios, four wheelbases, 140¾, 160¾, 180¾ and 200¾ in., and two different sets of tire sizes are built into the eight types, which are designated by numbers ranging from 6101 to 6108 inclusive.

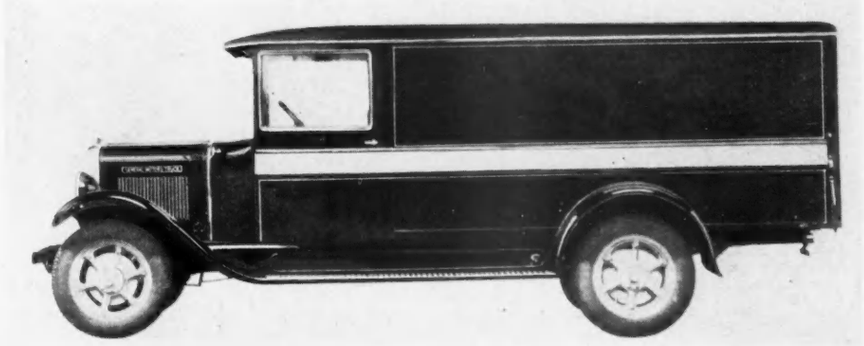
The rear axle is a full floating, heavy duty, worm drive Timken having a standard gear ratio of 10.33 to 1; the optionals available at extra cost are: 9.00 to 1 and 12.33 to 1. The semi-elliptic, silico-manganese steel springs are made up of ten leaves, 40 x 3 in. in front, and 14 leaves, 54 x 3 in. in the rear. The rear auxiliary springs, newly added, consist of seven leaves and are 36 in. long and 3 in. wide.



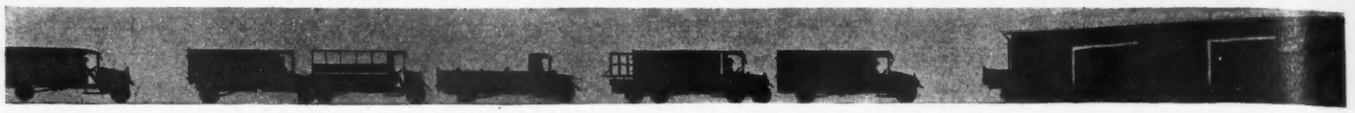
Right: Interior of the 9-ft. de luxe panel body

Types 6101, 6103, 6105 and 6107 are equipped with 38 x 7 in. single front and 38 x 9 in. dual rear cord pneumatic tires. The other types carry 36 x 8 in. single front and dual rear.

The company also announces a new de luxe 9-ft. panel body for mounting on the 133½-in. Model T-19 chassis. Equipped with this extra length body, Model T-19 weighs 4000 lb., which leaves 2000 lb. for load. The inside length of the body is 108 in.; width, 51⅜ in., and height, 55 in. Rear doors are 50 5/16 in. high and 47½ in wide. A few of the features of the body are: Corner dome light; scuff plates; deeply upholstered, slanting back driver's seat; auxiliary fold back helper's seat; order book holder; door locks and automatic windshield wiper.



Left: De luxe panel body mounted on T-19 chassis



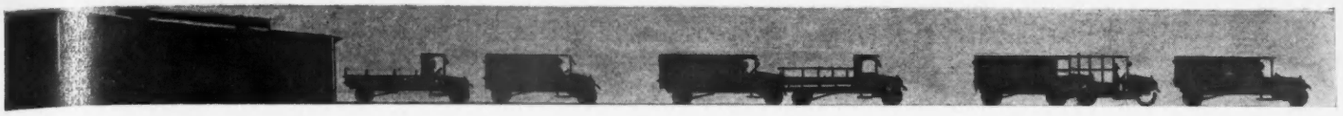
NEW TRUCK SALES

Complete Figures for August, 1929; Totals for

		Acme	American La France	Atterbury	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge Bros.	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	Larrabee	Mack	Moreland	Pierce-Arrow	Relay	Reo	Republic	Rugby	Schacht	Selden	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Total Sales by Each, Including Miscellaneous
ALA.	Aug.						572		8	1	2	243	3		9		1												6	7		856
	†8 mo.					5	2,083		103	8	12	1,568	47		184		12			1	21		1				1	1	30	28	1	4,120
ARIZ.	Aug.						72		19			124	12		3			1			4		5					3	6			249
	8 mo.						584		182	8		984	96		104		5	3			36		21				3	35	17	11	6	2,101
ARK.	Aug.						560		20	1	1	480	5		68		1				4						1		11	6		1,164
	Sept.					2	296		12	7		232	4		43		3			2	2		1					1	15	4		626
	8 mo.					11	1,957	3	163	12	8	2,535	57		418		7				49		3				1	8	45	39	1	5,350
CAL.	Aug.		1		11		604	1	186	20	21	1,460	119	1	52		38	55		2	109	10	19			34	4	9	8	44	5	2,929
	8 mo.	11	8		119	2	3,807	10	1,697	89	182	10,975	751	19	428		306	462	10	4	820	32	129			216	58	129	58	307	15	21,566
COLO.	Aug.						335		54	15	2	369	25		103			1			10		3				1		15	5	1	941
	8 mo.				1	4	1,491		304	43	18	1,754	206	1	346		11	2		1	54	3	17				1	10	40	39	5	4,364
CONN.	Aug.				9	17	151	11	58	5	7	213	25		28	3	33		1	1	59	1	5	1		1	8	4	3	8	1	669
	8 mo.				61	77	1,363	51	498	47	43	1,713	222		248	21	261		16	15	402	3	15	4	2	15	107	45	49	52	15	5,415
DEL.	Aug.						39	1	1			65	4		5		1				2		1				1		2			122
	8 mo.				12	2	354	1	36	1	1	493	61		74		5		6		30	2	5			1	2	1	4	11	1	1,104
D. C.	Aug.				3	3	24		2		1	83	13		6		2				2						2		2	5		156
	8 mo.				12	20	320	35	54		3	865	53		39		45		3	8	28		1			10	22		12	40		1,590
FLA.	Aug.					6	165		14			321	16		10		1				7							2	2	8		552
	Sept.					4	141		17	1	1	237	4		17		7				7							2	1	5		444
	8 mo.					25	1,150	6	96	3	2	2,102	58		111		24		5		47	3						7	22	41		3,703
GA.	Aug.				2	11	239		25	5	3	294	7		22		2				9								10	4		633
	8 mo.				8	51	1,885	1	167	10	11	2,063	45		132		29		1		29							7	38	60	2	4,543
IDAHO.	Aug.						215		22	2		237	12		43						8		11					1	5	3	1	564
	8 mo.						628	1	92	5	1	636	40		122		15	10	1		42	1	24					5	9	20	3	1,668
ILL.	Aug.		1		6	9	720	62	93	16	6	1,094	46		146		18			2	33	1	2			10	2	1	40	19		2,412
	Sept.		1		11	5	591	51	126	16	12	923	20	1	163		8			2	51	1	5			2	1	1	41	18		2,131
	8 mo.		11		70	112	5,607	784	1,170	117	103	8,233	551	44	1,715		255		11	43	408	12	39			77	24	22	202	191	22	20,611
IND.	Aug.				1	16	558	8	65	8	5	722	40		72				2	6	35						14	6	32	1	2	1,607
	8 mo.		1		10	166	3,501	57	594	29	48	4,725	370		610		17		5	33	287		9	4			71	65	143	58	7	10,866
IOWA.	Aug.					9	461	2	45	10	2	371	10		138		3			2	27		5						43	4		1,141
	8 mo.				1	38	3,638	17	377	55	20	2,617	108		1,067		37			13	230	3	25				1	15	129	27	6	8,468
KAN.	Aug.					2	551	2	68	17	1	630	41		184		7				22		1				4	4	49	9	3	1,603
	8 mo.					18	4,175	20	523	70	5	3,924	268		1,063		15			2	150	9	9		1		10	33	223	34	23	10,622
KY.	Aug.					1	178		23	2	2	218	13		41		2			4	8			2				1	6	4	1	514
	8 mo.				7	26	1,387	20	222	20	5	1,513	147		324		40		2	14	108	4	4	21			4	18	48	36	6	4,010
LA.	Aug.					1	316	1	24	1		404	11		73		4				2								3	4	1	846
	8 mo.				3	26	1,633	14	164	5	5	2,371	93		375		23			1	21		1					1	20	39	4	4,803
ME.	Aug.				1		224		32	8		173	8		37		11				29		4					1	15		1	546
	8 mo.				7	7	1,357	11	227	21	1	1,471	54		99		26				164		14		1	4		14	37	4	6	3,539
MD.	Aug.	1			20	13	184	9	39	6	4	296	31		42		17				20	2	2		1	2	10	3	4	16		740
	Sept.		1		17	12	171	13	38	6	6	233	16		38		18				21	2				12	6		7	32		659
	8 mo.	3	3	1	98	42	1,339	63	294	15	35	1,962	172		282		161		3	7	170	10	6		2	34	36	8	20	110	2	4,973
MASS.	Aug.		5		30	26	242	24	112	15	11	587	72		61	3	43		1		78		4		2	19	6	6	12	19	2	1,397
	8 mo.	46	24		198	158	2,498	117	950	141	111	5,163	599	1	563	34	347		16	4	368	53	14	5	13	143	69	41	80	201	16	12,355
MICH.	Aug.	3			4	2	434	7	49	7	15	877	47	1	55		10			2	60	6	1				1	1	24	2	2	1,644
	8 mo.	36			44	30	5,329	52	750	111	168	9,170	636	28	804		103		15	12	609	18	26	2			2	35	176	70	24	18,458
MINN.	Aug.	2					421	2	38	12	7	555	22		123		9				27		1					1	28	9	4	1,283
	Sept.						319	4	36	12	5	519	13		112		13				18		10						17	12		1,096
	8 mo.	3					2,531	14	297	27	50	3,592	170		674		33		1	5	190							24	115	62	13	7,565
MISS.	Aug.					2	450		4			409	5		33						5		1						8			917
	8 mo.					15	1,750		59	5		1,762	32		198		1				29		5					1	15		4	3,878
MO.	Aug.				6	5	527	23	62	6	8	817	39		97		14			1	20	4	5			1	6	1	7	41	6	1,705
	8 mo.				34	87	3,943	196	690	43	96	4,794	443		786		125		34	5	220	16	23			18	14	36	156	110	10	12,021
MONT.	Aug.						222		28	14	8	299	9		91		4				16		3					1	11	3	1	711
	8 mo.				3		858		202	24	22	1,552	82		427		17		3	2	93	4	16					6	28	31	13	3,397

† September not included in 8 mo. totals.

Figures in this table are compiled by R. L. Polk & Company, of Detroit, except Illinois, which compiled by the New Jersey Motor List Co., New Car Division, of Trenton. Readers desiring



BY MAKES AND STATES

Eight Months, and Partial Reports for September, 1929

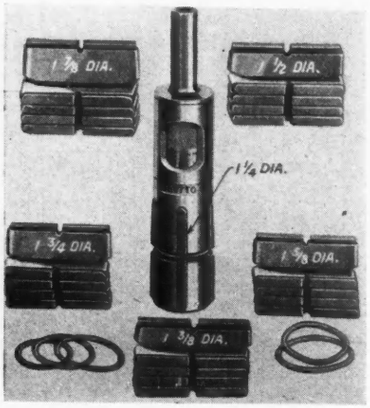
		Acme	American La France	Atterbury	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge Bros.	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	Larrabee	Mack	Moreland	Pierce-Arrow	Relay	Reo	Republic	Rugby	Schacht	Selden	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Total Sales by States Including Miscellaneous
NEB.	Aug.					2	372		28	7	1	385	24		103		1			1	13		4					4	24	3	2	981
	8 mo.					16	2,396	13	242	19	5	2,293	191	1	628		19			1	77	1	15					23	75	29	4	6,091
NEV.	Aug.						18		10			62	5		5		2	2			1							1		1		113
	8 mo.						146		110	7	1	350	20		23		5	14			7	1	2			1		3		7	1	717
N. H.	Aug.				2	2	52		11		3	84	6				1				6					1					1	172
	8 mo.				5	28	592	5	115	9	11	834	55		47		17		1		67		4			3	13	6	16	6	3	1,845
N. J.	Aug.	4	7		25	30	426	18	112	18	13	692	57		39	3	41		1	4	42		1		4	18	9	11	13	43	5	1,695
	8 mo.	10	35		183	189	3,411	72	718	118	126	5,042	437	13	324	10	471		60	19	438	11	30	15	17	79	54	88	116	245	36	12,856
N. M.	Aug.						117		9	2		111	7		13														8	4		272
	8 mo.					4	598		85	17	3	537	37		99						16		2					2	31	20		1,453
N. Y.	Aug.	3	4	7	45	158	879	115	219	64	21	1,632	137		210	27	160		6	7	128	4	3	5	16	26	80	8	47	86	3	4,161
	8 mo.	35	152	88	436	1,288	8,418	508	2,295	434	209	12,770	1,048	2	1,568	163	1,255		175	79	1,100	15	60	23	124	145	584	112	312	639	32	34,690
N. C.	Aug.					1	312		30	1	1	304	5		22		15				6	1							6	4		712
	Sept.	1					395		40	8	1	476	17		42		7				3	3	2						13	9	1	1,039
	8 mo.	17			15	14	2,819		368	15	11	2,786	149		162		57				48	7	13				9	11	34	35	1	6,632
N. D.	Aug.						142	1	8	3		182	11		77						2							3	8		1	438
	8 mo.						856	6	88	9	4	978	80		635				2	2	37		12					5	26	4	8	2,767
OHIO.	Aug.	5			25	27	667	7	102	21	11	1,102	79	1	139	1	29			5	57	1	6	13	4	1	6	2	66	66	15	2,498
	Sept.	1			8	31	719	4	121	19	7	901	53		108		25			4	57	1	9	11		1	9	3	61	41	6	2,242
	8 mo.	47			150	183	5,409	92	938	118	113	7,769	542	8	1,104	1	195		31	30	521	19	27	94	11	21	46	50	374	416	63	18,612
OKLA.	Aug.				2	2	520	5	69	12	11	519	31		126		12				21	1	1		3		1	7	26	7	1	1,390
	8 mo.				7	50	3,356	26	508	55	64	3,809	181		807		49		1	2	140	3	4		21		11	29	136	65	7	9,367
ORE.	Aug.						186		29	3	8	274	12		20		16	2			20	3	8			6			5	15		615
	8 mo.				1		1,220	1	230	25	54	2,012	159		202		64	24			128	8	36			16		15	21	84		4,359
PA.	Aug.	10			65	44	897	36	233	43	22	1,617	91	1	194	6	104		4	22	125	2	11	1		36	79	11	59	75	3	3,857
	8 mo.	56	18	19	377	324	6,010	186	1,763	240	122	10,137	725	29	1,146	31	605		32	109	862	46	61	1	9	230	289	93	314	446	31	24,661
R. I.	Aug.				1	2	61		23	4		86	18		3		5				14		4	2	1	4	1	1	2	4		238
	Sept.		1		4	2	71	2	38	2	2	85	22		7		7				21		1	1	1	2	4	1		3		277
	8 mo.	1	3		41	9	514	4	210	26	34	625	129		52		64		4		170		12	8	1	16	25	8	12	26	1	2,010
S. C.	Aug.						193		7	1	1	220	10		7		1					2					1		3	2		448
	8 mo.	2				18	1,500		121	19	32	1,485	65		111		13				13	4	3				4	2	13	12		3,425
S. D.	Aug.					1	317		10	4		218	8		124		1				10		1				1	1	23			719
	8 mo.					2	1,086	8	115	13	2	1,007	62	1	632		9				88		12				2	6	41	5	7	3,106
TENN.	Aug.	1				16	291	4	20	1	9	291	20		52		10		1		4	2						3	9	15	2	752
	8 mo.	1				23	1,896	12	186	4	47	1,543	165		189		47		5		61	5	1					18	22	45	5	4,294
TEXAS.	Aug.				3	13	1,447		80	18	7	1,446	39		282		8		1	3	67		2				4	3	56	16	1	3,514
	8 mo.		5		54	93	9,607	31	814	87	38	9,413	457		2,049		78		5	27	351		34				13	41	237	148	11	23,673
UTAH.	Aug.						68		11	2		155	2		3						5		5						4			256
	Sept.						98		12	2		214	8		14		1	1			8		8					2	3	1		372
	8 mo.	1					468		117	7	2	922	24		78		23	3			37		17					8	11	20	1	1,744
VT.	Aug.					1	56	2	14	2	5	92	8		18		5				7		1				4	1	4	2		224
	8 mo.					17	398	3	123	22	23	628	52		186	9	34		1	2	76		4				13	8	15	16	5	1,646
VA.	Aug.				2	4	323	1	15		5	368	10		39	1	5		2	1	12	9	1				4	6	7	12		827
	8 mo.				20	48	2,398	9	245	4	39	2,638	117		291	1	34		3	6	110	30	13				26	15	41	62		6,157
WASH.	Aug.						252		40	4	2	422	20		51		4			3	20		11			4		1	20	17		902
	8 mo.						1,551		349	31	25	2,936	198		314		39	22	3	6	176	9	47			4		21	58	131	2	6,121
W. VA.	Aug.					9	200	5	25	2	6	232	16		36					2	9	3					2	11	1		560
	8 mo.	5			1	38	1,299	24	238	11	20	1,541	116		291		4			13	106	5	6	1			13	11	26	20	6	3,813
WIS.	Aug.					1	342	15	52	9	3	503	20		69		3			4	42		1			13	5	5	22	2		1,128
	Sept.				1		299	14	34	9	5	373	20		60				1	3	21		1			2	3	1	28	4	1	896
	8 mo.	1	1		2	5	3,334	163	450	49	71	5,098	250		733		34	1	8	63	245	4	17			99	56	36	124	54	16	11,087
WYO.	Aug.						49		14	4		67	3		14		2				5		2					1	1	2		164
	8 mo.						237		120	7		459	15		73		4	1			21		5					6	5	11		968
TOTAL	Aug. Sales by Makes	29	18	7	263	436	16,651	362	2,262	396	235	22,405	1,274	4	3,188	44	646	61	19	72	1,212	52	135	24	31	176	255	116	776	598	65	52,540
TOTAL	8 mos. Sales by Makes	275	261	108	1,980	3,271	114,687	2,636	20,459	2,255	2,006	156,149	10,635	147	22,937	270	5,040	542	463	529	9,500	341	854	178	202	1,132	1,584	1,184	3,776	4,167	445	373,484

is compiled by the Robinson's Advertising Service, of Springfield; and New Jersey, which is town and county lists of owners in any section may address any of these three companies.

NEW PRODUCTS FOR THE TRUCK MARKET

Brake Cylinder Grinder

A precision grinder for hydraulic brake cylinders, operable by any ½-in. electric drill, is offered by the Hutto

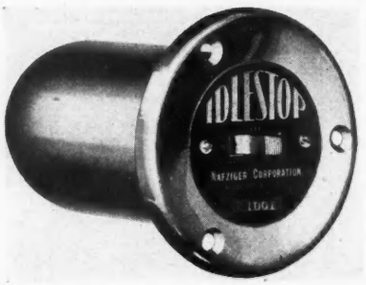


Engineering Co., Inc., Detroit, Mich. A micrometer adjustment affords positive setting. Equipment includes six sets of stones and carriers to take care of a range from 1¼ to 1⅞ in. in diameter. The grinder is also suitable for cylinders of many pneumatic tools.

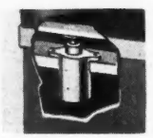
Idlestop Switch

A switch which automatically cuts off the engine ignition when the driver leaves his seat is being offered for installation on trucks with all types of ignition systems by the Nafziger Corp., Kansas City, Mo.

The device is known as the Idlestop and consists of a contact switch located under the driver's seat and an automatic throw-off switch located on the dash. The latter cuts into the wiring system between the ignition switch and coil and is wired to the seat switch, which in turn is grounded. Before the driver can start the engine he must throw on the Idlestop dash switch. As long as the driver is in his seat the dash switch remains on. When he leaves the seat the seat switch breaks contact, causing elements within the dash switch to heat. This draws the tension on a steel finger, which kicks off the dash switch, breaking engine ignition contact even though the regular ignition is left on. Seat switch consists of a plunger spring,



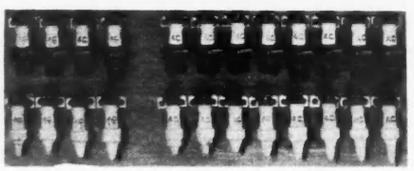
and a housing. It is mounted under the driver's seat in such a manner that the driver's weight will compress the plunger down into the housing. On the



lower end of the plunger is a disk which makes contact at its bottom position with ground wire posts.

AC Spark Plug

The AC Spark Plug Co. has introduced a new line of long life ⅞-in. and metric spark plugs for trucks and buses to round out the company's new heat range system. The system includes plugs for standard, hot or cold operation to provide for practically every operating condition encountered by engines. The heat range of a plug is governed by the length of the insulator from its lowest ridge, or step, to the lower end of the center electrode. The illustration shows some of the new line arranged in heat order. The first four are metric, the remainder, ⅞-in. size.



Truck Tire Valve

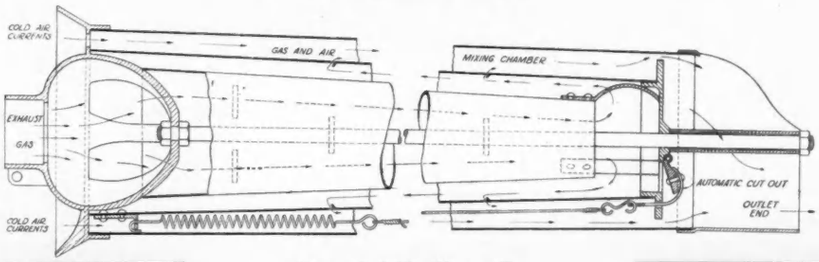
A two-piece valve which makes it possible to install any size or shape valve stem on a tube to meet different

truck wheel requirements without changing the valve base is being made by the Dill Manufacturing Co., Cleveland. Known as the Instant-On Valve it consists of a base built in the tube by the maker to which any desired shape valve may be screwed.

Herdle Muffler

An air-cooled muffler, which mixes exhaust gases with air in a jacket surrounding it before ejection, is being produced by the Herdle Muffler Works, 4842-46 Kinzie St., Chicago. It consists of two cylinders and a tapered tube assembled in malleable iron heads by a long center bolt. The cylinders and tube are made of 22 gage steel, lock seamed and riveted. Exhaust gases enter at the inlet head (see sectional view) pass through the tapered tube, strike the rear head and counterflow between the tapered tube and the inner cylinder and then pass through staggered slots in the inner cylinder where the gases are mixed with cold air entering through the front head between the outer and inner cylinders. The mixture finally escapes through the outlet at the rear. The rear head also carries an automatic cut-out, which acts whenever exhaust pressure exceeds the tension of the spring controlling the cut-out valve.

The diagrammatic cutaway view at the left shows the course taken by the exhaust, how it mingles with the air and is expelled.



Air-cooled Herdle muffler

"Roller-Mounted"

TESTS PROVE:

68% to 79% Efficiency

▼▼

Over 50% Increase in Steering Ease

Lever Arm with Detail of New Roller-Mounted Stud

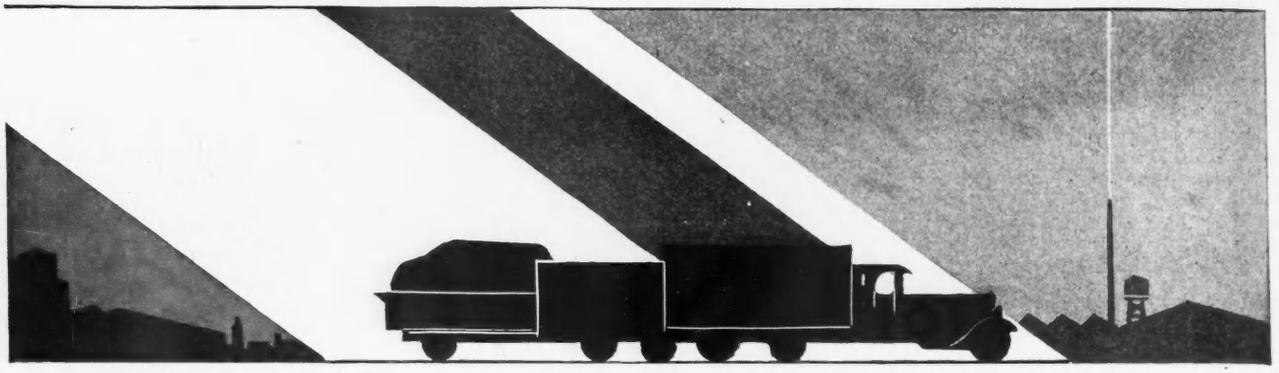
The new Roller-Mounted type of Ross Cam and Lever Steering Gear brings greater efficiency—new steering ease—quick, easy adjustment—plus the many well-known advantages of the exclusive *cam-and-lever* design. Details on request. Please write.

ROSS GEAR AND TOOL COMPANY, LAFAYETTE, INDIANA

ROSS Cam AND Lever STEERING

"Roller-Mounted"

TRUCK INDUSTRY



N-E-W-S

Harlow H. Curtice Elected President of AC

Harlow H. Curtice was elected president of the AC Spark Plug Co., Flint, Mich., succeeding his former chief, Basil W. de Guichard, who resigned on account of ill health. Mr. Curtice joined the company about 16 years ago, and after one year with the concern became comptroller at the age of 21. He became vice-president and assistant general manager in 1927.

Curtice New AC President

Republic Announces Model D-1

Model D-1 is the designation of Republic's newest truck chassis. This unit, rated at 9000 lb. gross weight, is powered by a four-cylinder 3¼ x 4½ in. Lycoming engine mounted in unit with a Fuller multiple disk clutch and four-speed transmission. The rear is a full-floating Timken bevel. The braking system includes four-wheel hydraulics for service and a transmission mounted drum for parking.

Maccar Adds 2-Ton Model

The Maccar Corp., Scranton, Pa., has announced the addition of a new two-ton, six-cylinder chassis, known as Model 40, to its line. This new model, offered in four wheelbases ranging from 126 to 182 in., is equipped with a six-cylinder, 3⅜ x 4½ in. engine, multiple disk clutch and four-speed transmission mounted in unit. The rear axle is bevel driven and of the full floating type. Standard gear ratio is 6 1/6 to 1. Service brakes are four-wheel Lockheeds and the hand brake is of the disk type mounted on the transmission.

Gramm Forms Holding Company

To provide additional capital for the expansion of Gramm Motors, Inc., a holding company, known as Gramm, Inc., has been organized under the laws of Ohio with 40,000 shares of no par common. The new organization will hold common stock of Gramm Motors, Inc., and the Gramm Finance Co. At the first meeting of the board the following members were chosen as officers: B. A. Gramm, president; W. J. Gramm, vice-president; Joseph Jettinghoff, treasurer, and B. V. Wolfe, secretary.

Weatherproof Doubles Sales

Weatherproof Body Corp., a subsidiary of Allied Motor Industries, Inc., reports sales for the first eight months of the present fiscal year almost double in volume the sales in the corresponding period last year. Business this year amounted to $1,230,439, compared with $776,891 last year.

Coming Events

SHOWS

Atlantic City — American Bottlers of Carbonated Beverages .....Nov. 11-15
Atlantic City—American Road Builders Assn. .....Jan. 11-18
Chicago—Motor & Equipment Assn. Nov. 4-9
Detroit—National Standard Parts Assn. .....Nov. 11-16
Chicago—National Automobile Show, Jan. 25-Feb. 1
New York—National Automobile Show, Jan. 4-11

CONVENTIONS

Chicago—National Automobile Dealers Assn. .....Jan. 27-28
Detroit—National Standard Parts Assn. .....Nov. 11-16

Ford Reduces Prices on Entire Line

The Ford Motor Co. has effected price reductions ranging from $15 to $75 on its line of commercial cars. The new prices, however, still are higher than those existing before the last price increases. For example, last January the Model A chassis was increased $40 from $325 to $365, whereas the present reduction is only $15 from $365 to $350. Price of the Model AA truck chassis was originally announced as $460 and was increased to $540 about 18 months ago, when big production started, and not last month as erroneously stated in the October issue of COMMERCIAL CAR JOURNAL AND OPERATION & MAINTENANCE. Following is a list of old and new prices with reductions as of Nov. 1.

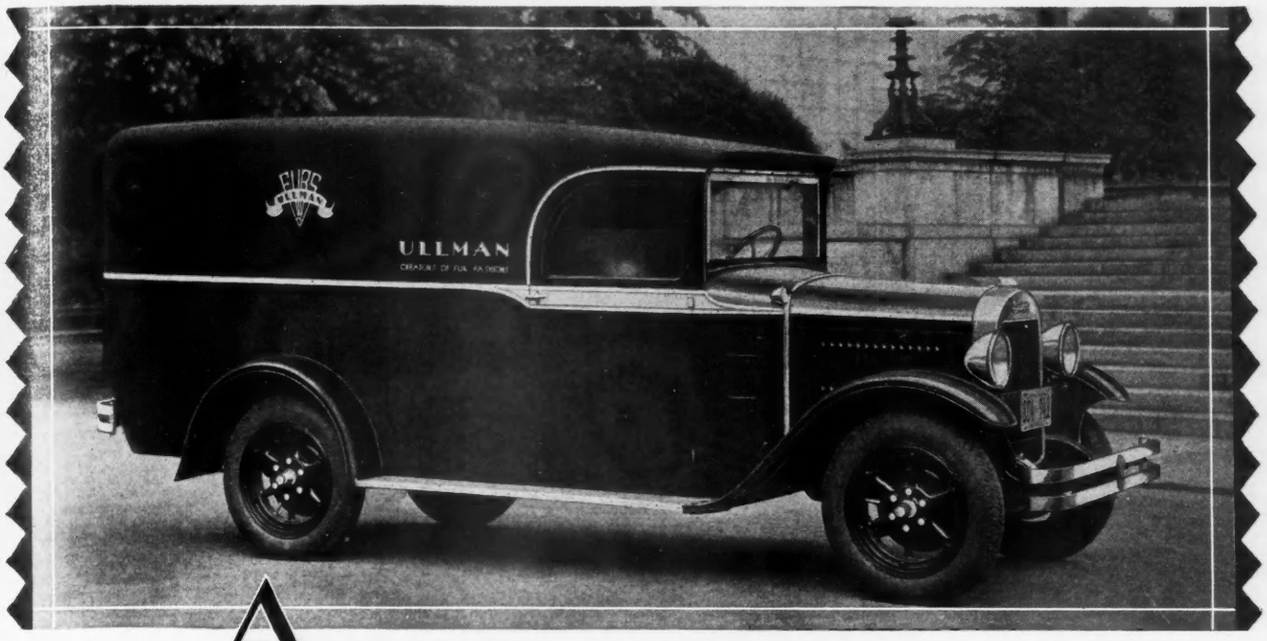
	New Price	Old Price	Reduction
Model AA truck chassis	$520	$540	$20
Model AA panel delivery	800	850	50
Model A chassis	350	365	15
Model A panel delivery	590	615	25
De Luxe delivery	550	595	45
Pick-up open cab	430	445	15
Pick-up closed cab	460	475	15
Taxicab	725	800	75
Station wagon	650	695	45

R. W. Woodruff White President

Robert W. Woodruff, new president of the White Motor Car Co., is also president of the Coca Cola Co. As head of two $50,000,000 concerns at the age of 40, his position in the business world is almost unique.

Woodruff Heads White

Commercial Car Specifications on Page 65



ANNOUNCING

A New Custom DeLuxe Panel Body

Smart in Appearance

RICH in quiet elegance, revolutionary in design, Stewart's new custom DeLuxe Panel Body adds an air of smart distinction to the modern motor delivery.

Constructed of hard oak and ash, metal covered throughout with sealed and lighted interior, this stylish body is precision built by Stewart master craftsmen. To exclusive shops and department stores desiring a smart appearing motor delivery for distinctive advertising value, the new Stewart DeLuxe Body is highly recommended.

Standard equipment includes saddle lamps, dome lights, rear view mirror and windshield wiper.

The Body has a 7 foot loading space for the ¾ ton model, 8 foot for the 1 ton and 9 foot for the 1¼ ton model.

STEWART MOTOR CORPORATION
BUFFALO, N. Y.
Export Branch: 1 BROADWAY (Dept. 3) NEW YORK CITY, U. S. A.
Cables: Stewartruk New York. Codes: Acme, Bentley, ABC 5th Improved 5 & 10 Letter Universal Trade Code

MODELS

¾ Ton
6 Cylinder, $895 Chassis
1 Ton
6 Cylinder, $995 Chassis
1¼ Ton
6 Cylinder, $1295 Chassis
1½ Ton
6 Cylinder, $1495 Chassis
2 Ton
6 Cylinder, $1695 Chassis
2 Ton Special
6 Cylinder, $2290 Chassis
2½ Ton
6 Cylinder, $2690 Chassis
3½ Ton
6 Cylinder, $3690 Chassis
4 Ton
6 Cylinder, $4200 Chassis
5 to 7 Ton
6 Cylinder, $5700 Chassis

All prices f. o. b. Buffalo

Stewart
MOTOR TRUCKS

5 to 7 Ton
$5700 Chassis
Pneumatic Tires Extra

A New 5-7 Tonner

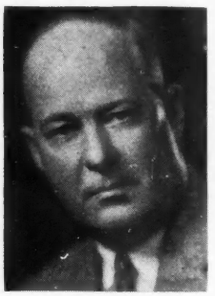
6 cylinder motor, booster 4 wheel brakes, helper springs, large Timken full floating rear axle, cam and lever steering. Transmission gives "low low" of 93.8:1 for pit work.

Wheelbase 165 in. or 150 in. optional standard. Special 175, 190, 220 and 235 in. The greatest heavy duty truck value on the market.

Stewart Trucks Have Won By Costing Less to Run

Schumann Elected G.M.A.C. President

John J. Schumann, Jr., is the newly elected head of General Motors Acceptance Corp. and chairman of the General Exchange Insurance Corp. Mr. Schumann, who has been identified with the management of these organizations as vice-president since their inception, succeeds C. C. Cooper, who has resigned to devote his time to other activities. At a meeting of the Board of Directors of the G.M.A.C., Ira G. McCreery, vice-president of G.M.A.C. and Livingstone L. Short, president of the G.E.I.C., were elected directors.



Robert McTammany

McTammany Sales Manager

Robert McTammany, according to an official statement issued by the B. F. Goodrich Co., has been appointed general sales manager of that company. He succeeds L. A. McQueen, resigned.

Rugby De Luxe Panel Bodies

Two new De Luxe bodies have been added to the Rugby truck series by Durant Motors, Inc. They are priced at $775 on the half ton and at $1,160 on the one ton. Interior finish is in plywood paneling, screwed on rather than tacked.

Hecker Now Heads Curtis

Walter C. Hecker, formerly senior vice-president, Curtis Pneumatic Machinery Co., St. Louis, Mo., has been elected president, succeeding E. H. Steedman, who has retired as president but continues on the board of directors. Mr. Hecker became associated with the company in 1905 as sales manager.

Wichita Models

Four new models ranging from 1½ to 3½ tons have been added to the line of the Wichita Falls Motor Co. All except the 1½-ton model are powered by six-cylinder Waukesha engines.

Oshkosh Has New Truck

The Oshkosh Motor Truck Mfg. Co., Oshkosh, Wis., has announced a new truck, Model HXC, rated at four tons and listing at $5,075. It is equipped with a Hercules six-cylinder engine and Brown-Lipe seven-speed amidship transmission.

Kenworth Makes Model Changes

The Kenworth Motor Truck Corp., Seattle, Wash., announces several replacements and additions to its present truck line. Model VS is a new one-ton chassis which does not replace a former model, while Models 100, 125 and 145 replace the former models, namely Model 45 in the 1½-ton class, Model 55 in the two-ton class, and Model MH in the 2½-ton size. Former Models G and J also are replaced by Models 184 and 185, both rated at three tons. Model 345 is a new 10-ton six-wheeler, and Model NT a new 10-ton tractor-truck. With the exception of the VS model, six-cylinder engines, Brown-Lipe clutches and transmissions and full-floating Timken axles are common to the new models. The one-ton model is equipped with a six-cylinder Continental engine and semi-floating bevel Clark rear axle.

Indiana Adds Two Models

Two new models in the 5½-ton and over classification have been added to the Indiana line. Both models are powered by six-cylinder Model 16H Continental engines and equipped with Brown-Lipe seven-speed amidship transmissions. They differ in rear axle construction, Model 290 being equipped with a conventional Timken worm-drive rear, while Model 640 is equipped with a Timken tandem worm-driven rear.

George L. Oberholtzer

George L. Oberholtzer, pioneer in the trucking business, died Oct. 24 at his home in Philadelphia. He was 44 years old. Mr. Oberholtzer, active in trucking interests all his life, was president of the National Team and Motor Truck Owners' Association and the Philadelphia branch of that organization. He is survived by his widow and a brother.

R. C. Freitag

Freitag Sterling Advertising Manager

R. C. Freitag has been appointed general advertising manager of the Sterling Motor Truck Co., Milwaukee, Wis. Mr. Freitag was formerly associated in the same capacity with the Kissel Motor Car Co.

Herreshoff Fargo Chief Engineer

A. G. Herreshoff, formerly in charge of engineering in the Fargo Division of Chrysler Motors, has been appointed director of bus and truck engineering of the Dodge Brothers division as well as the Fargo line. Mr. Herreshoff succeeds H. W. Hayes, resigned.

Spicer Lubricant Seal

The Spicer Mfg. Co. has perfected a lubricant seal for use in its Models 400, 500 and 600 bus and truck universal joints. The new feature does not alter the fundamental design of the joint, which is still interchangeable with the old standard. No serious service problem is presented by the new feature, inasmuch as a new casing can be used for replacement on old joints, and the new yokes are interchangeable in the old joints.

Kooman Elected President of Selden

H. E. Zimmerman has resigned as president of the Selden Truck Corp., and as vice-president and general manager of the Hahn Motor Truck Corp., and Arthur J. Kooman has been elected to fill both vacancies. William G. Hahn continues as president of Selden and chairman of the board of Hahn. L. K. Gordon was elected vice-president in charge of production of the Hahn Motor Truck Corp. Mr. Zimmerman continues on the board of directors of both Selden and Hahn. W. H. Rodgers was elected secretary and assistant treasurer of Hahn and Selden.

Martin Quarter-Ton Truck

James B. Martin, who recently announced the $200 "Baby-car," has organized a new company, the Martin Motor Truck Corp., to produce a small truck embodying the same principles to sell for about $450. While complete specifications are not available, it is known that the truck will be powered with a conventional four-cylinder engine, will have a 60-in. wheelbase, a tread 12 in. less than usual, and will weigh 700 lb. It is reported that the truck will be able to do 50 miles per hour and will obtain 45 miles on a gallon of gasoline.

Will Use Diesel in Bus

Public Service Coordinated Transport, New Jersey, motor bus operating company, will shortly place in experimental operation a bus fitted with a Mercedes-Benz Diesel engine. The Public Service experiment is said to be the result of a visit to Germany of two of its officials in 1928, where they saw trucks with Diesel engines in successful operation.

Grass-Premier Line

The Grass-Premier Truck Co., Sauk City, Wis., has announced a new 1930 line. Fifteen models are included in the line, ranging in capacity from 1½ to 10 tons. The various models are powered by four, six and eight-cylinder engines and equipped with transmissions providing four, five and seven speeds. See specifications for details.

Federal Appoints Mullins

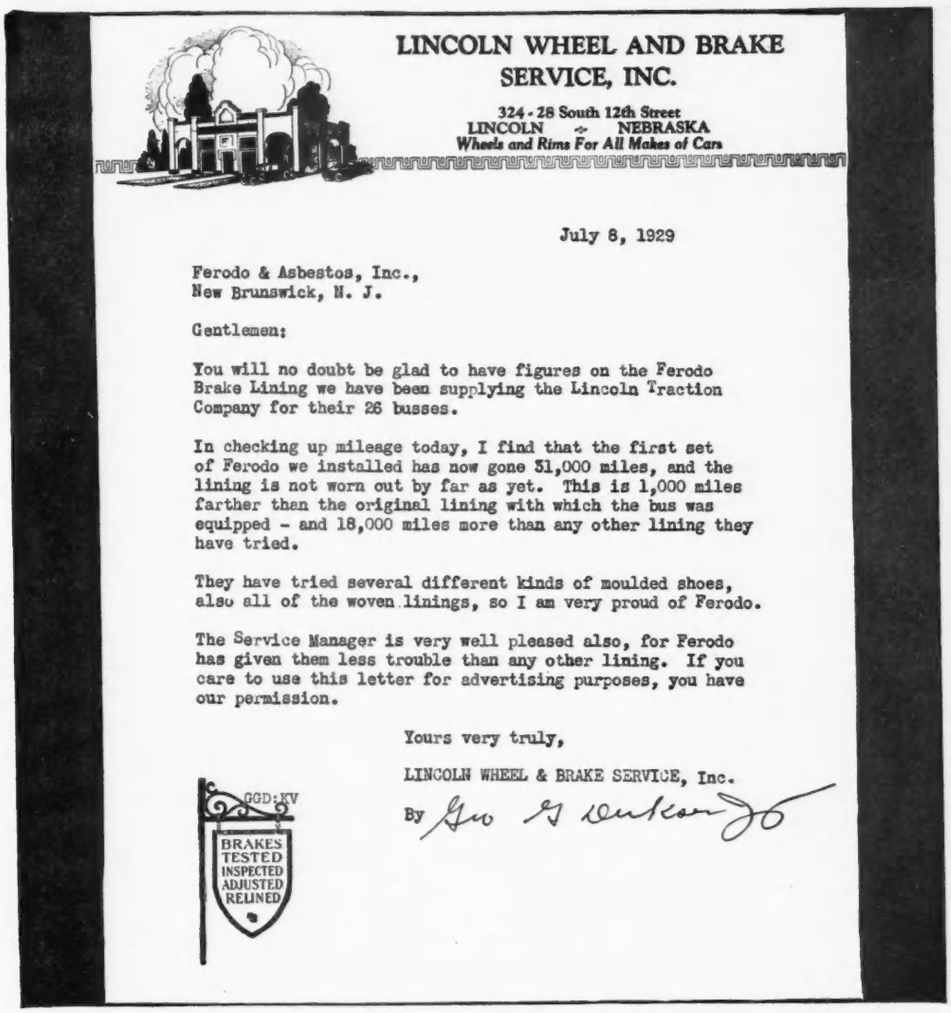
Leo Mullins

Leo Mullins has been appointed sales manager of the national division of the Federal Motor Truck Co., a new post created by the company for the expansion of its sales. Mr. Mullins, identified with the automotive industry for years, until recently was a Reo dealer in Detroit.

Commercial Car Specifications on Page 65

"The Service Manager is very well pleased . . ."

for it has given them less trouble than any other kind



LINCOLN WHEEL AND BRAKE SERVICE, INC.

324-28 South 12th Street
LINCOLN ☆ NEBRASKA
Wheels and Rims For All Makes of Cars

July 8, 1929

Ferodo & Asbestos, Inc.,
New Brunswick, N. J.

Gentlemen:

You will no doubt be glad to have figures on the Ferodo Brake Lining we have been supplying the Lincoln Traction Company for their 26 busses.

In checking up mileage today, I find that the first set of Ferodo we installed has now gone 51,000 miles, and the lining is not worn out by far as yet. This is 1,000 miles farther than the original lining with which the bus was equipped - and 18,000 miles more than any other lining they have tried.

They have tried several different kinds of moulded shoes, also all of the woven linings, so I am very proud of Ferodo.

The Service Manager is very well pleased also, for Ferodo has given them less trouble than any other lining. If you care to use this letter for advertising purposes, you have our permission.

Yours very truly,

LINCOLN WHEEL & BRAKE SERVICE, Inc.

By Geo G Denton Jr

GGD:KV

BRAKES TESTED INSPECTED ADJUSTED RELINED

18,000 *MORE* miles than any other brake lining had given them . . . and Ferodo Bonded Asbestos Lining is still far from worn out!

Ferodo is regularly making records such as this. Test it out on one of your vehicles . . . then you, too, will be convinced.

FERODO AND ASBESTOS INCORPORATED

Manufacturers of Ferodo Bonded Asbestos Brake Lining in rolls and Ferodo pat. Die-Pressed Brake Segments

Factory and General Offices: **New Brunswick, New Jersey**

E-11-29

FERODO
REGISTERED
BRAKE LINING

AFTER THE SALE

(Continued from page 19)

just exactly what kind of a solution the truck should have for its safety, so it would please us if you would let us supply it." If the special letter does not bring the customer back then a salesman is sent out to determine the trouble and patch up complaints, if any.

Coinciding generally with the letter-personal-call plan, C. E. Anderson, sales manager of the General Motors Truck Co. branch at Birmingham, Ala., said: "After we make a sale we cultivate our customer by keeping in touch with him and telling him of the adjustments that should be made from time to time. Within 30 days after the sale our customers are asked by letter for an opinion on the performance of the truck. Thereafter direct-mail reminders on service are sent at regular intervals and the salesman who sold the truck is required to make regular visits. The sales manager also calls from time to time to talk performance and render assistance whenever possible."

Paul G. Clark, Inc., Chevrolet dealer in Colorado Springs, Colo., gets and holds its customers for service largely through the salesmen. While letters and post cards are mailed at regular intervals these are considered in the light of necesary secondary measures helpful to the contacting salesmen. The letters are friendly and informal in tone, asking how the customer is getting along and inviting him to come to the service department at any time.

Supporting the letter-personal-contact method, H. L. Smoots, sales manager, Federal Truck Co., Birmingham, Ala., declared: "After we have sold a truck we keep in direct contact with the purchaser for several months. We send him direct-mail literature in the interest of our service, call him on the telephone at intervals and contact with him personally from time to time to ascertain how he likes the truck and help him where possible."

By letters from the service department every month, periodical telephone calls from the service manager and personal calls by service department salesmen, F. B. Smith Chevrolet Co., Youngstown, Ohio, keeps the service facilities of its shop in the minds of its truck users. In addition salesmen must see their customers regularly. It is their duty not only to display a polite interest in how the trucks are running, but actually to tackle the hauling problem of the user and seek to work out schedules and methods whereby the equipment will render longer and more complete service.

Customers of the Strausbaugh Motor Co., Dodge Brothers dealer in Youngstown, do not receive many letters and telephone calls, but receive personal calls from truck salesmen who explain the service facilities of the company. "In the cab of every truck sold," W. O. Strausbaugh, president, explained, "is a little card, which reminds the driver to visit the service department after 200 miles for greasing and tightening, when to come in for crankcase draining, for inspections, and so on. We also offer our customers free inspection service on a quarterly basis. A copy of the inspection report is given to the owner and the duplicate is filed in the office. To impress purchasers of the advantages of having their service work done by us we take them, either before or after the sale, through our $23,000 stockroom and service department and call their attention to our up-to-date equipment and the efficient way in which work is done."

"To keep the customer sold on his truck and on the service there should be a complete and harmonious tie-up between the sales and service departments," C. C. Morgan, manager of the Buffalo branch of the Mack International Motor Truck Corp., declared in voicing his opinion on after-the-sale relationships. "We try to sell the service department on the idea that repeat business must come because of the good maintenance service it renders to the customers. If our salesmen pick up complaints from their customers, they bring them to our weekly sales meetings where the service department is represented. Here any difficulty that may have developed during the previous week is ironed out. By giving our service manager an opportunity to explain we prevent evil service rumors from being circulated by sympathetic salesmen and promote a friendly spirit between the two departments."

The methods employed by Paul G. Clark, Inc., Colorado Springs, Colo., Chevrolet dealer, measure up very closely to the average, differing only in a few minor aspects. This company's first contact is a letter of thanks posted two days after sale. The next contact, 30 days later, is a personal interview by the salesman, to learn if everything is satisfactory. If he discovers that the customer is disgruntled with the truck, service or firm, the service manager follows up to set things right. The third contact is a folder explaining the company's service and inviting the customer in for inspection. After that the customer's name is placed on the regular mailing list and is campaigned from time to time.

Of the plans which do not emphasize the letter as a means of establishing contacts with customers, that used by J. T. Jenkins, manager of truck department, J. E. French Co., Oakland, Cal., Dodge Brothers dealer, is especially interesting. Mr. Jenkins pointed out that the customer is impressed at the time of the sale of the beginning of a long relationship, and that the company has obligated itself to see to it that his truck stays on the road. His attention is called to the experienced mechanics employed, time-saving tools and equipment used in the shop, and large inventory of parts carried, as facilities that will save him money in repairs and cut idle truck time. He is also told that an emergency truck is available to him while his own is being repaired. After the customer departs it then devolves upon the saleman to keep him coming back.

T. E. Swain, manager of the Oakland office of the Reo Motor Car Co., while concurring generally with Mr. Jenkins, places particular stress on regular calls by salesmen rather than the initial service story to the customer. He said: "We require each salesman to call once every month and we check him on this to make sure that he does so. If our records reveal that the customer has not been coming in we phone him. By doing this we accomplish two things: first, we check the salesman, and second, if we learn the customer is going elsewhere for service, we catch him before it becomes a habit."

Stating that personal contact is the principal method used to get and hold service business after the sale, R. W. Leach, vice-president of Curtis Auto Co., Reo distributor in Wisconsin, said: "Our salesmen are held responsible for keeping in touch with their customers and seeing to it that service work comes back to the shop."

In the opinion of T. H. Kirksey, truck sales manager, C. H. Wells, Inc., Chevrolet distributor in Seattle, Wash., offering service "specials" once a month is a very effective way of bringing the customer back into the shop. The "specials" consist of special prices on valve grinding, adjusting points, timing valves, etc. Mr. Kirksey pointed out that about 40 per cent of his customers take advantage of these offers and that the increased volume in service sales more than repays the price reduction of the specials.

A. W. Marksheffel, president Marksheffel Motor Co., Dodge Brothers dealer in Colorado Springs, Colo., asserted that the parts department and the quick service furnished by the service department are the factors principally responsible for holding their customers. Customers failing to come in after 90 days are followed up closely by either truck or service salesmen.

"We do not seek service work; most of it comes in automatically," declared S. A. Stephens, president, S. A. Stephens, Inc., Buffalo, Dodge dealer and distributor. "We run our service department to capacity now."

Of all the dealers interviewed only one executive, L. D. Hemmon, G.M.C. distributor in Phoenix, Ariz., stated that no effort was being made to nurse the customer after the sale. Mr. Hemmon claimed that the customer was apt to be annoyed by solicitations and that he would naturally gravitate to the service station when he needed service if the dealer were equipped with up-to-date service facilities and carried a complete inventory of spare parts.

Since the first day of this year . .

35 trucks have adopted

LOCKHEED HYDRAULIC *Four* BRAKES *Wheel*

(*Figure as of October 15, 1929*)

This makes a total of more than 60 adoptions of Lockheed Hydraulics, in the motor truck, bus and delivery fields. These adoptions comprise about 350 separate models.

Perhaps the most significant of these adoptions are those in the bus field. These manufacturers are entirely candid in admitting that for safety and ease of bus operation, Lockheed Hydraulics are virtually a necessity.

As a matter of fact, Lockheed Hydraulics have so conclusively proved their superiority in motor truck service that the present 60 and more adoptions are certain to be substantially increased before the end of the year 1929.

HYDRAULIC BRAKE COMPANY, DETROIT, MICHIGAN, U. S. A.

TRANSPORTATION

(Continued from page 27)

These seven factors are mindful of Kipling's

"I had six honest serving men,
They taught me all I knew,
Their names were 'What' and
'Why' and 'When,'
And 'How' and 'Where' and
'Who.' "

In the case of highway transportation, however, we must add one more servicing man, either "Can" or "May," to represent permission of state laws.

First of all, with these seven factors in mind, is the determination of the type, size, and capacity of the body. This must be based, not alone on the nature of the commodity, but frequently on the purpose for which it is intended as well. This will often be the factor that determines the quantity and the frequency of trips. In many cases some provision must be made for loading or unloading. This may require a pump, hoist, winch, crane, or block traveling on an overhead I-beam mounted over the truck body. These may either be operated by hand or through a power take-off driven by the transmission or otherwise. The various manufacturers of bodies and special equipment will gladly provide specifications and descriptions of their products, and this data should always be on file.

The second step is the determination of the length of the haul and the frequency of the trips. This resolves into the "speed required," and is also an index to the size of the body and as to whether trailers might be used to advantage. In this connection the state laws must be checked for speed, weights, and allowances and overall train lengths permissible if trailers are contemplated.

The third step is the selection of the truck chassis and of the trailers, if they are to be used. Theoretically the loaded body is suspended in the air. We now want a truck chassis (or trailer) of proper capacity, wheelbase and tire equipment to carry away that loaded body. The total load-carrying capacity of the chassis must be sufficiently greater than the combined weight of the body and pay-load, so as to provide a reasonable margin of safety, when operating at its higher speeds and for negotiating rough roads. The wheelbase must be such as to provide proper body and load distribution. If the truck manufacturer's recommendations are followed regarding body lengths with respect to given wheelbases, this means placing approximately 85 per cent of body and payload on the rear axle. With such body and payload distribution the gross weight of the vehicle will be approximately 40 per cent on front and 60 per cent on rear of tires.

Tires must be specified in keeping with capacity ratings set by the tire manufacturers, based on the actual weights of truck chassis on front and rear wheels at the ground, plus the weight of those given percentages of loaded body weight thrown on front and rear respectively by the load distribution. The rear axle gear ratio must be so specified as to produce the road speed desired and the pulling ability required to handle the load in high gear, with consideration of the type of road and the grades to be encountered.

Possibly a high gear ratio is necessary in order to provide sufficient pulling ability to handle trailers. This ratio might, however, reduce the road speed below what is expected. The only way to circumvent this condition is to use a slightly lower ratio to increase the road speed or in the event none is available, larger diameter tires will obtain the same result.

The old saying, "You can't have your cake and eat it," applies. You can't have both power and speed beyond certain limits. For example, a certain truck model of sufficient capacity to carry a given load is merely capable of moving that load in high gear. The maximum road speed obtainable, based on engine speed, tire size, and gear ratio is 20 m.p.h. Theoretically the road speed can be increased either by changing to a lower gear ratio or by changing to larger diameter tires. But if that is done the truck will not be able to move the load in high gear because it was merely able to do so before the change was made to increase the speed. The only way in which either power or speed can be increased without a sacrifice of one of the two is by replacing the powerplant with one capable of a greater output. Generally this means a different truck model equipped with a more powerful engine. Incidentally, there is a decided trend today toward the use of more powerful engines and faster rear axles to accommodate the demand for speed with large loads. This same demand is also responsible for the growing popularity of transmissions providing more than three speeds, which permit the use of faster axles. Use of such transmissions may and does affect the choice of rear axle ratios.

It is easy to perceive that a 2-ton truck pulling a 5-ton trailer, with a total pay load of seven tons, is a more efficient operation than a 5-ton truck carrying only a 5-ton load. This assumes, of course, that all the factors involved will permit such operation. The combined initial investment for the 2-ton truck and 5-ton trailer is approximately half that for the 5-ton truck alone. The 2-ton truck is undoubtedly faster on the highway, meaning more trips and, of course, more tonnage. The operating cost for the 2-ton truck and trailer will be higher than for a 2-ton truck alone, but will be less than that for the 5-ton truck. There is no question that the transportation efficiency of the 2-ton truck and trailer train is much greater than that of the 5-ton truck—but will the operation itself, the commodity hauled, the nature of roads and grades and the state laws permit the use of the truck and trailer train? And if so, can the 2-ton truck handle that additional load on the drawbar in high gear on the highway?

This can only be determined by carefully checking the "tractive effort available" against the "tractive effort required." The first is based on the torque of the engine, the total gear reduction, engine to road wheels and the size of the tires. The "tractive effort required" is based on the total loaded train weight in tons, the road resistance for the type of road to be traveled and the grade resistance.

The road speed must also be checked in order to determine the number of trips that can be made over a given distance, in a given time. This is based on the speed of the engine, the total gear reduction, engine to road wheels, and the wheel diameter.

When pneumatic tires are justified and load distributions will permit, it is highly desirable from the standpoint of interchangeability to equip both truck and trailer with the same size tires all around. This will generally mean singles under the front of the truck and duals under the rear; also duals under the semi-trailer if one is included in the train, and duals both front and rear under the four-wheel trailers. This can be controlled to a great extent by specifying the width and length of bodies in relation to the wheelbase, so as to distribute the load for that purpose. Generally, a combination of pneumatic and solid tires in the same truck and trailer train is a mistake, because the speed of the train is limited by the solid tires in it. Further, the pneumatic tires are hardly justified under the truck as a protecting cushion because the speed will not be great enough. On the other hand, if the truck with its loaded train is capable of pneumatic tire speed (faster than 20 m.p.h.), then pneumatics are justifiable for the trailers as well as for the truck.

A careful study of the routes over which the trucks operate will often disclose ways and means of effecting more speedy delivery at lower unit costs. In many operations a heavy truck and trailer train can leave the central loading station, leaving the loaded trailers at strategic points throughout the city for further delivery direct to the customer, by small delivery trucks. This system is much used by ice cream manufacturers, large bakeries, grocers, department stores, and others.

Regardless of the nature of the business, a careful analysis of the transportation problem must be made before the proper equipment can be determined. And before the truck can be selected, the body must have been specified.

The man who can be of real service to the user of transportation in analyzing his problems—will always be a welcome visitor.

NEWS *with* PROFIT IN IT

furnished BY Truck Users FOR Truck Users!

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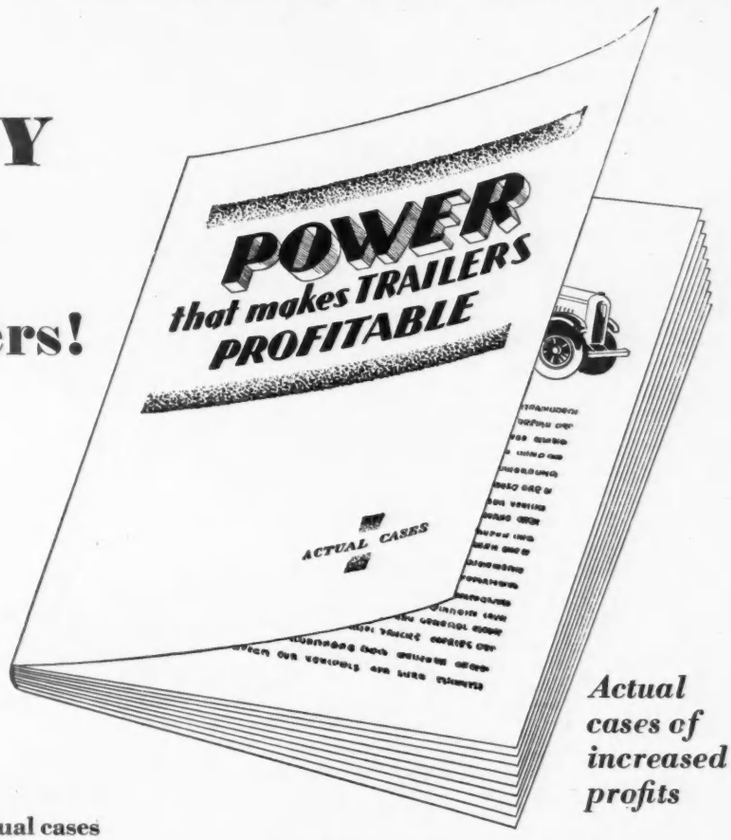

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DIESEL ENGINES

(Continued from page 25)

an informal investigation, and herewith places before its readers an up-to-date resume of the situation.

Although no company is ready to introduce a Diesel engine at the present time, a majority of them admit that they are experimenting with engines of this type. All engineers who discussed the question agree that there are serious difficulties in the way of developing a Diesel engine which will be a sales advantage to the truck maker incorporating it in his line. A few engineers believe these difficulties to be insurmountable under present conditions. Nevertheless, we hazard the guess that the first company to introduce a Diesel engine will have plenty of competition.

Several engineers and executives seemed quite willing to tell the present status of Diesel engine development and plans for the future—of their competitors. They suggested that we go to see certain officials, or call on other companies to get the latest dope about Diesels. We "learned" from them that this company was doing so-and-so and that company experimenting along such-and-such lines. When we asked what their own plans were, a few told us, after exacting a stern pledge of secrecy. Others remarked that the day was a good one for golf.

Experimenting with Diesels represents nothing new for some of the companies. They are testing constantly a wide variety of ideas for the improvement of engines. As a result of this policy the companies are keeping up-to-date with developments along Diesel lines and will suffer no handicap if conditions call for introduction of a new engine on short notice.

Difficulties standing in the way of production of a Diesel engine for use in trucks in this country were explained clearly by an engineer of a company which has no present intention of marketing a Diesel engine.

"Conditions in the United States are different from those existing in Europe, especially in Germany, where the Diesel engine has been used with success for some years. Fuel is cheap here, abroad it is dear. The difference in price between gasoline and fuel oil suitable for Diesel consumption is comparatively small. Gasoline is available everywhere; fuel oil is not.

"In my opinion, one of the most important handicaps to the development of a Diesel engine in this country is the new cracking process of oil refining which enables refiners to extract approximately 70 per cent of gasoline from crude, compared with only 30 per cent under former methods. Therefore there is comparatively little saving in using fuel oil.

"Another difficulty is the question of weight. Ordinarily a Diesel engine weighs much more than a gasoline engine of the same horsepower. Lower speed of the Diesel is one of the reasons for this difference in weight. Weight of a Diesel engine can be reduced by running at higher speeds, but that brings us face to face with a new set of problems. A Diesel engine requires a pump for forcing fuel into each cylinder at the proper time and in precisely the right amount. On small, high-speed Diesels the pump parts and the cylinder nozzles are very small. Therefore, they are rather delicate and are more easily clogged or put out of action than larger parts.

"Owners and drivers will not put up with operating difficulties for the sake of savings which they consider unimportant. The reverse is true in foreign countries where fuel is much more expensive. Truck owners in Germany, for illustration, put up with minor operating difficulties which our owners would not tolerate.

"Because it is difficult to design and build a reliable high-speed Diesel engine, it has been suggested that we sacrifice something in weight for the economy of the Diesel and its very desirable characteristic of pulling well at slow speed. But in following this course we step from one problem to another. It costs money to carry the extra weight of the engine. If the speed is slow, this cost is low, but it mounts rapidly as speed increases. It takes a lot of fuel saving to overcome the disadvantage of carrying several hundred pounds of extra engine at a speed of 30 m.p.h. or better. Or, expressed in another way, the saving in fuel to justify a Diesel engine must be more than the operator will receive in revenue for hauling an amount of freight which equals the difference in weight."

Several trucks which were recently announced combine large carrying with high speed. To accomplish this standard of performance the manufacturers have incorporated powerful gasoline engines, developing 100 hp. or even more. This is the field in which we may expect the first appearance of the truck Diesel, in the opinion of several engineers. The engineering problems involving in design a Diesel of 100 or 150 hp. are very much simpler than those entailed in building a 50-hp. unit.

Fuel cost is but a fraction of the total cost of operating a truck, as more than one engineer pointed out, and there is ample evidence that owners are quite willing to spend more money for fuel if they accomplish more by so doing. Obviously, it costs more to transport a load of five tons at 30 m.p.h. than it does at 10 m.p.h. But everyone knows that operators willingly sacrifice the economy of 10 m.p.h. travel for the advantages of passenger-car speeds on the road. Because of these facts there is doubt in the minds of a few engineers whether operators would be interested in Diesels unless fuel saving could be gained without extra cost, additional weight or complicated construction.

Developing a satisfactory truck Diesel engine is no small undertaking to be entered upon lightly, as one engineer aptly expressed it, without intending a pun. He said that any company undertaking it must be prepared to spend money running probably into six figures. There are so many other problems engrossing the attention of engine and truck designers that he doubted the wisdom trying it at the present time.

While these expressions might give the impression that the future of the Diesel is far from bright, the fact is that engineers are not pessimistic, but they do fully realize the proportions of the job. This job is no more difficult than the job that would have confronted engineers if 10 years ago they had been asked to design an engine embodying the performance and longevity of a modern engine. It would have been done if necessary.

A sure indication that the Diesel engine is a live topic is the careful watch certain companies are keeping on any developments in this field. Fuel oil burning experiments by Phila. Rapid Transit Co. on gas-electric buses in Philadelphia attracted a most unusual amount of attention. True, this was not a Diesel development, but a means of vaporizing fuel oil for combustion in a standard engine, but this feature did not alter the fact that it was a fuel oil burning experiment. Any one who takes the trouble to make enough discreet inquiries will learn that another large fleet operator is running a vehicle equipped with a Diesel engine. Still another operator has offered his facilities to an engine builder for a cooperative test of Diesels in actual service. Several truck companies have tested their own Diesel engines as well as those of engine builders.

While no executives or engineers have gone so far as to don false whiskers and snoop around a competitor's experimental department disguised as an insurance inspector in order to find out what is going on, they are "keeping an ear to the ground."

The Diesel engine situation is like a tight baseball game which has gone to extra innings. The game may continue until called by darkness or some break may bring it to an end at any time. Consensus of opinion of truck and engine makers interviewed on this subject is that a truck Diesel engine will not be introduced for some time to come. But there is always a chance of a "break." If the price of gasoline were to jump overnight to 50 cents per gallon, there would be Diesels on the market in a few weeks. Again, some organization taking up Diesel engine development might solve the engineering problems and hop into production. In which case several other announcements could be expected, according to several of those who are in a position to know.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

• Changes
† New Models

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations page 78

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
1000 Pounds																																
Chevrolet Int. Com	400	107	107	B 4.50/20	B 4.50x20	Own	6-3 1/4x3 3/4	26.3	H	PG	Non	Har	Car	P	D-R	D-R	P. Own	Own Int.	U	3	Own	Own Int.	S	1/2	3.82	12.68	E*	Own Int.	Own	.....	26 5/8	1815
Dodge Brothers	525	109	109	B 4.75/29	B 4.75/29	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	McC	Car	V	D-R	N-E	P. Roc	Own	U	3	Own	Own	S	1/2	4.7	14.28	G	Own	Gem	.....	.....	1900
Durant Com. Ch	495	107	.....	B 4.75/28	B 4.75/28	Con	4-3 5/8x4 1/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/2	4.87	16.16	E*	Own	Own	.....	.....	1650
*Fargo Packet	595	.....	.....	B 5.00/19	B 5.00/19	Own	6-3x4 1/8	21.6	L	FP	Non	Own	Str	V	N-E	N-E	D. Own	Own	U	3	Own	Own	S	1/2	4.7	.....	E†	Own	.....	.....	.....	1935
Gen. Mot. T11-1001	625	109 5/8	.....	B 5.00/19	B 5.50/19	Pontiac	6-3 1/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Pontiac	U	3	M.M.	Pontiac	S	1/2	4.42	14.67	G*	Pontiac	Jac	.....	.....	1885
Reo Speed Wagon Jr.	895	115	.....	B 5.25/28	B 5.25/28	Con 16E	6-3 5/8x4	27.3	L	PC	Non	Har	Sch	V	D-R	D-R	P. B&B	W-G	U	3	Spl	Sal	S	1/2	4.7	14.63	E†	Sal	Ros	.....	.....	2290
*Whippet 96A	405	103 1/4	103 1/4	B 4.75/28	B 4.75/28	Own	4-3 1/2x4 3/4	15.6	L	PC	Non	Own	Til	V	A-L	A-L	P. B&B	Own	U	3	M-M	Own	S	1/2	4.55	14.7	H*	Own	Own	.....	26	1691
1500 Pounds																																
*Dodge Brothers	675	124	124	B 5.50/20	B 5.50/20	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	Fed	Car	V	D-R	D-R	P. B&B	W-G	U	3	Spi	Own	S	1/2	5.63	21.16	G	Own	Han	66 7/8	31	2260
*Dodge Brothers	725	124	124	P 30x5	P 30x5	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	Fed	Car	V	D-R	D-R	P. B&B	W-G	V	3	Spi	Own	S	1/2	5.63	21.16	G	Own	Han	66 7/8	31	2380
*Dodge Brothers	825	124	124	P 30x5	P 30x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Zen	V	N-E	N-E	P. B&B	W-G	V	3	Spi	Own	S	1/2	5.11	19.21	G	Own	Han	66 7/8	31	2480
*Dodge Brothers	775	124	124	B 5.50/20	B 5.50/20	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Zen	V	N-E	N-E	P. B&B	W-G	U	3	Spi	Own	S	1/2	5.11	19.21	G	Own	Han	66 7/8	31	2360
*Dover	595	110 1/2	110 1/2	B 30x5	B 5.50/30	Own Super 6	6-2 3/4x4 1/2	18.2	L	SP	Non	Har	Mar	V	A-L	A-L	D Own	Own	U	3	Spi	Own	S	1/2	5.6	18.16	K	Own	Gem	50 5/8	25 1/8	1965
*Fargo Clipper	725	.....	.....	B 5.50/18	B 5.50/18	Own	6-3 1/8x4 1/4	23.4	L	FP	Non	Own	Str	V	D-R	D-R	D. Own	Own	U	3	Own	Own	S	1/2	4.9	.....	E†	Own	.....	.....	.....	2340
Int. Harvester Spec. Del.	.....	124	124	B 5.25/30	B 5.25/30	Wau XA	4-3 1/8x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	Roc	M.M.	U	3	M-M	Eat 502	S	1/2	4.45	15.1	H*	Eat 200F	Ros	86 3/8	50 5/8	2200
Kleiber	1170	121	.....	B 5.50/30	B 5.50/30	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Str	V	D-R	D-R	B-L	B-L 20	U	3	Spi	Tim 52604	B	1/2	4.9	.....	H	Tim 11703H	Ros	84	86	2400
Rugby Fast Mail	725	110	.....	B 5.00/29	B 5.00/29	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	U	3	Spi	Own	S	1/2	4.45	14.8	E*	Own	Own	.....	.....	1760
Stewart Buddy	895	118	118	B 5.30/30	B 5.50/30	Lyc	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Str	V	D-R	D-R	D. Own	Own	U	3	Own	Own	S	1/2	5.6	17.3	G*	Own	Gem	77 1/16	40 7/16	2694
Studebaker GN-P	845	115	.....	B 6.00/19	B 6.00x19	Own	6-3 3/8x4 1/8	27.3	L	PC	Non	Lon	Str	P	D-R	D-R	D. Lon	W-G	U	3	Spi	Own	S	1/2	4.7	14.3	K	Own	Ros	.....	.....	.....
1 Ton																																
Acme 17	.....	136	.....	P 30x5	P 30x5	Con 29L	6-2 7/8x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	Ful WO	U	4	Blo	Tim 52000H	S	F	5.83	35.9	G	Tim 11703H	Ros	108	58	3000
Acorn 20P	1185	132	.....	P 30x5	P 30x5	Con 16C	6-3 1/8x4 5/8	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful DU10	U	3	Spi	.....	B	1/2	4 5	.....	.....	.....	Ros	.....	.....	3500
Atterbury A	.....	132	145	P 30x5	P 30x5	Lyc WRG	6-2 7/8x4 3/4	18.2	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim 52000H	S	F	6.83	43.5	G	Tim 11703H	Gem	98 1/2	55	3000
Biederman	.....	138	.....	P 30x5	P 30x5	Con 8R	6-3 3/8x4 1/2	27.3	L	PC	Non	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B*	1/2	5.5	27.	A†	Shu	Ros	92	.....	3200
Clydesdale 16	.....	140	.....	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B*	F	6.43	30.86	A	Tim 1250	Ros	.....	.....	3450
Commerce 20Y	1600	142	.....	P 30x5	P 30x5	Bud HS6	6-3 1/2x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Col 54028	S	F	5.1	25.5	G	Col 5530	Han	103 1/2	63	3900
Denby 41	.....	128	.....	P 34x5	P 34x5	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col 54005	S	3/4	5.8	23.2	.....	Con	Ros	.....	.....	3315
Diamond T151	1090	132	.....	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	1/2	5.12	18.6	G†	Col 3203	Ros	96	.....	3200
*Dodge Brothers	1110	140	140	P 32x6	P 32x6	Own	6-3 5/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5.67	26.40	G	Own	Han	95 3/4	59 3/4	3000
*Dodge Brothers	1065	140	140	P 30x5	P 30x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5.67	26.40	G	Own	Han	95 3/4	59 3/4	2955
Dodge Brothers	1100	140	140	P 33x5	P 33x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5	26.40	G	Own	Han	95 3/4	59 3/4	2985
*Dodge Brothers	745	133	133	B 6.00/20	P 32x6	Own	4-3 5/8x4 1/4	21.0	L	PC	Han	Fed	Car	V	D-R	D-R	P. B&&	Cla	U	4	U-P	Own	S	1/2	5.6	36.1	G	Own	Han	85 7/8	50	2590
*Dodge Brothers	760	133	133	P 30x5	P 30x5	Own	4-3 5/8x4 1/4	21.0	L	PC	Han	Fed	Car	V	D-R	D-R	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.6	36.1	G	Own	Han	85 7/8	50	2470
Dodge Bothers	845	133	13?	B 6.00/20	P 32x6	Own	6-3 5/8x3 7/8	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.1	33.4	G	Own	Han	85 7/8	50	2690
*Dodge Brothers	860	133	133	P 30x5	P 30x5	Own	6-3 5/8x3 7/8	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.1	33.4	G	Own	Han	85 7/8	50	2570
*Fargo Freighter	795	.....	.....	B 6.00/20	B 32x6	Own	6-3x4 1/4	21.6	L	F	Non	Own	Str	V	N-E	N-E	.....	Own	U	4	U-P	Cla	S	1/2	5.67	.....	E†	Own	.....	.....	.....	2725
*Federal 3F6	.....	127	139	P 30x5	P 30x5	Con 34L	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Cla B364	B	1/2	6.38	23.27	G†	Cla F208	Gem	95	51	2975
*Federal 3FW	.....	127	139	P 30x5	P 30x5	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Cla B364	B	1/2	6 38	23.27	G†	Cla F208	Gem	95	51	2915
Fisher Jr. Express	.....	140	140	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	Lon	Zen	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Tim 52000H	S	1/2	5.83	.....	E	Tim 11703H	Ros	108	73 1/8	3250
Garford 20Y	1600	142	.....	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Col 54028	S	F	5.1	25 5	G	Col 5530	Han	103 1/2	63	3900
Gen. Mot. T19-2001	1015	127 3/4°	145 3/4	P 32x6	P 34x7	Pontiac	6-3 1/16x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2950
Gen. Mot. T19-2002	975	127 3/4°	145 3/4	P 30x5	DP30x5	Pontiac	6-3 1/16x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2875
Gen. Mot. T19-2003	895	127 3/4°	145 3/4	B 5.50/20	P 32x6	Pontiac	6-3 1/16x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2800
Gramm-Bernstein 10	.....	129	146	P 30x5	P 30x5	Lyc CT	4-3 1/4x5	22 5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	3/4	5.85	23.08	B*	Sal D	Ros	97	57 3/8	3020
Hahn 7H	.....	124	.....	P 30x5	P 30x5	Con 29L	6-2 7/8x4 3/4	19.8	L	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Tim 52000H	B	F	.....	.....	I	Tim 11703H	Ros	86	.....	3100
*Indiana 200	.....	137°	149	P 30x5	P 32x6	Wis F	6-3 1/4x4 1/4	25.3	H	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	B-L 20A	U	3	Spi	Col 36000	B	1/2	5.12	21.3	G*	Col 3200	Ros	96	56	3435
Int. Harv'tr 6 Sp. Spec.	.....	124	124	P 30x5	P 30x5	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	. Roc	M.M.	U	3	M.M.	Eat 1124*	S	1/2	5.29	52.6	H*	Eat 430F	Ros	86 3/8	50 5/8	2430
Kissel	.....	140	.....	P 34x5	P 34x5	Own	4-3 7/8x5 1/2	24.1	L	SP	Non	McC	Str	V	D-R	D-R	D. W-G	W-G T38L	U	3	Spi	Tim 6253	W	F	5.16	18.88	A*	Tim 1452	Ros	.....	.....	3780

Trade Name and Model	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
Kleiber	1450	140	140	P 30x5	P 30x5	Con	6-3⅜x4	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 52000H	B	½	5.36	.....	B†	Tim 12307	Ros	100	64	3000
Larrabee 20	....	143	160	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spi	Col	B	½	.....	.....	E†	Col	Ros	96	54⅜	3745
Le Moon HB10	1500	130	140	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Chi	Str	G	D-R	DJ	D. B-L	B-L 20	U	3	Spi	Tim 52000H	B	½	5.6	18.7	B	Tim 11703H	Ros	96	66	3000
*Luedinghaus	....	130	172	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. Ful	Ful SU10	U	3	.....	Tim 52000H	B	½	.....	.....	A*	Shu 5410	Ros	120	72	2850
Relay 20B	1700	142	.....	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Own 20	R	F	5.14	25.7	E	Col 5530	Han	103½	63	4100
*Reo DA	995	127	138	P 30x5	P 30x5	Con 16E	6-3⅜x4	27.3	L	PC	Non	Har	Sch	V	D-R	D-R	P. B&B	W-G	U	3	Pet	Own	S	½	5.21	18 47	E†	Own	Ros	86½	46 7/8	2755
*Reo DC	1075	138	.....	P 30x5	P 30x5	Con 16E	6-3⅜x4	27.3	L	PC	Non	Har	Sch	V	D-R	D-R	P. B&B	W-G	U	3	Pet	Own	S	½	5.21	18.47	E†	Own	Ros	97½	57⅛	2850
Rugby Exp	975	128	.....	P 30x5	P 30x5	Con	6-2¾x4¾	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	4	Spi	Sal	S	½	5.39	22.4	E*	Sal	Gem	87	49½	2510
Sanford S	....	120	.....	P 30x5	P 30x5	Con 31L	6-2⅞x4¾	19.8	L	PC	Non	Fed	Str	V	D-R	D-R	D. B-L	B-L 20	U	3	Blo	Eat	B	½	5.33	22.	H	Eat	Ros	75½	35½	2550
*Selden 7	....	124	124	P 30x5	P 30x5	Con 29L	6-2⅞x4¾	19.8	L	FP	Non	Own	Zen	G	D-R	A-L	P. B&B	Ful	U	3	.....	Tim 52000	S	..	5.8	.....	G	Tim	Ros	96	.....	3100
Service 20Y	1600	142	.....	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Col 54028	S	F	5.1	25.5	E	Col 5530	Han	103½	63	3900
Stewart Buddy	995	128	138	P 30x5	P 30x5	Lyc	6-2⅞x4¾	19 8	L	PC	Non	Fed	Str	G	D-R	D-R	D. W-G	W-G	U	3	Spi	Sal	S	½	4.64	13.8	G	Own	Ros	90⅝	62⅝	.....
Studebaker GK-N	1095	146	.....	P 30x5	P 30x5	Own	6-3⅜x4⅝	27.3	L	PC	Non	MeC	Str	P	D-R	D-R	D. Lon	Own	U	3	Spi	Own	S	½	4.64	13.8	G	Own	Ros	73⅞	45⅝	.....
Studebaker GN-S	1045	130	.....	B 6.00/20	P 30x5	Own	6-3⅜x4½	27.3	L	PC	Non	MeC	Str	P	D-R..	D-R..	D. Lon	Own	U	3	Spi	Own	S	½	4.64	13.8	G	Own	Ros	73⅞	45⅝	.....
United 16	....	122½	.....	P 32x4½	P 32x4½	Wau X	4-3½x4½	19.6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G T 71	U	3	Blo	Cla B-365	S	½	5.66	17 0	A	Shu 5400	Ros	96	57	2400
United 16C	....	122½	.....	P 32x4½	P 32x4½	Con 29L	6-2⅞x4¾	19.8	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	W-G T 71	U	3	Blo	Cla B-365	S	½	5.66	17.0	A	Shu 5400	Ros	94	55	2500
§U. S. U	1850	138	162	P 34x5	S 34x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla B-501	B	½	6.25	30.0	A*	Shu 350	Lav	108	70	3400
Wachusett S	....	152	152	S 34x5	S 34x5	Con 8R	4-3¾x5½	27.3	L	PC	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Spi	Tim 5511	W	¾	5.5	22.5	...	Tim 1250	Ros	120	84	3300
White 15B	1545	133½°	150	P 30x5	P 30x5	Own GKA	4-3¾x5½	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 15	A	4	Spi	Own 15B	S	½	5.36	18.6	A*	Own 15	Own	96⅞	57¾	3242
White 60	1850	138°	157	P 30x5	P 30x5	Own 2A	6-3½x4½	29.4	L	FP	Non	Own	Zen	V	D-R	D-R	P. Own	Own 3B	U	3	Spi	Own 4C	S	½	4.73	17.86	G†	Own 4D	Han	112	58¾	3562
World. D-60	....	143	151	P 32x6	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Mod	Zen	V	A-L	A-L	P. Lon	Ful	U	4	Blo	Tim	S	F	5.83	36.0	G†	Tim	Ros	108	60	3600
1¼ Ton																																
Biederman	....	154	154	P 32x6	P 32x6	Con 8R	6-3⅝x4¼	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	½	7.2	35.0	A*	Shu	Ros	104	.....	3600
Brockway Junior	....	130	130	P 30x5	P 30x5	Wis C	4-3¾x5	22.5	L	PC	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	3	Spi	Col 36020	B	½	5.12	20.84	G*	Col 3204	Ros	96	56	3100
*Brockway 75	....	137°	.....	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	4	Spi	Col 36020	B	½	5.12	20.84	G*	Col 4002	Ros	....	....	3450
Clinton 20B	....	150	Opt.	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Per	Zen	V	Spi	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	6.28	29.5	A*	Shu 5405	Ros	Opt.	Opt.	3750
Clydesdale 10A	....	154°	.....	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A*	Tim 1250	Ros	.....	.....	3250
Corbitt 620	....	137	150	P 32x6	P 32x6	Con 18E	6-3⅜x4	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 52000H	S	F	5.83	29.15	G†	Tim 11703H	Ros	108	64	3380
*Day-Elder MF	1345	131	131	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	G&O	Zen	V	D-R..	D-R.	D. B-L.	B-L 20A	U	3	Spi	Tim 52000	B	F	5.57	24.19	G	Tim 11703H	Ros	103½	56	3500
Defiance RU-45	....	145	160	P 32x6	P 32x6	Con	6-3¼x4½	25.3	L	FP	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful KU	U	4	Spi	Cla 365	S	½	5.66	36.8	A	Shu	Gem	120	.....	2910
Fageol 100	1300	156°	168	B 7.00/32	B 7.00/32	Wau XA	4-3½x4½	19.6	H	PC	.....	Lon	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 52000	B	F	5.57	27.85	G	Tim 11703H	Ros	120	85½	3675
Gen. Mot. T19-2001	1015	127¾°	145¾	P 32x6	P 34x7	Pontiac	6-3 7/16x3⅞	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	½	6.14	34.11	G*	Tim 11710N	Jac	91	52¼	2950
Gen. Mot. T19-2002	975	127¾°	145¾	P 30x5	DP30x5	Pontiac	6-3 7/16x3⅞	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	½	6.14	34.11	G*	Tim 11710N	Jac	91	52¼	2875
Gotfredson B24	....	131	160	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	MeC	Zen	V	D-R	D-R	P. B&B	B-L 20A	U	4	Spi	Tim 52000H	B	½	5.83	24.19	G	Tim 11704H	Ros	.....	.....	3200
Gotfredson RB-26	....	Opt	.....	P 30x5	P 30x5	Own	6-3⅜x4	27.3	L	PC	Non	Lon	Joh	V	D-R	D-R	D. B-L	B-L 20-4	U	4	Spi	Tim 52000	B	F	Opt	Opt.	I	Tim 11703	Ros	.....	.....	.....
Gramm-Bernstein 10	....	129	146	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	¼	5.85	23.4	B*	Sal D	Ros	97	57⅜	3020
Indiana 11X	....	120	120	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B-L	B-L 31	U	3	Spi	Cla B365	S	½	5.1	24.48	A	Shu 5405	Ros	52⅛	44⅛	3350
*Indiana 11	....	129½	165	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P B&B	B-L 31	U	3	Spi	Cla B365	S	½	5.1	24.48	A	Shu 5405	Ros	99	54⅞	3500
Int. Harvester S-24	....	130	.....	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M	Eat 1002	S	½	5.33	21.3	H*	Eat 430F	CAS	94	51½	3200
Int. Harvester S-26	....	130	.....	P 30x5	P 30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M.	Eat 1002	S	½	5.33	21.3	H*	Eat 430F	CAS	94	51½	3250
Moreland Ace	1195	134	134	B 6.75/32	B6.75/32	Con 34L	6-2⅞x4¾	19.8	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 20	U	4	Cle	Tim 52000H	S	F	5.83	29.17	G†	Tim 11703H	Ros	111	62½	3300
Republic Fleetmaster	....	144	.....	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Cla	B	½	5.6	28.3	G†	Cla	Ros	.....	.....	.....
Republic 75-6	....	128½	.....	P 30x5	P 30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Han	98	53¼	3150
Republic 75	....	124°	.....	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Ros	98	53¼	3000
Sanford SE	....	130	.....	P 30x5	P 30x5	Con	6-2⅞x4¾	19.7	..	FP	Non	Own	Str	P	D-R	D-R	D. B-L	B-L	U	3	Blo	Eat	B	½	5.38	22.1	E*	Eat	Ros	86¾	46½	2650
Sterling DB7-64-18E	....	137	150	P 32x6	P 32x6	Con 18E	6-3⅜x4	27.3	L	FP	.....	Per	Zen	V	.....	D-R	D. B-L	B-L 20	U	4	Har	Tim 52000H	B	S	5.82	29.13	G	Tim 11703H	Ros	104	60	3355
Stewart 16	1295	130	160	P 32x6	P 32x6	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Str	G	D-R	D-R‡	D. Ful	Ful SU-1	U	4	Spi	Cla B-365	S	¼	5.6	22.0	G	Col 3008	...	95¼	48⅝	3326
Stewart 16X	1295	130	160	P 32x6	P 32x6	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	U	4	Spi	Cla	S	½	5.6	22.0	G*	.....	Ros	94¾	48⅝	3326
Studebaker GN-N	1245	146	.....	P 30x5	P 32x6	Own	6-3⅜x4½	27.3	L	PC	Non	MeC	Str	P	D-R	D-R	D. Lon	Clark	U	4	Spi	Clark	S	½	5.10	33.5	G	Own	Ros	89⅜	61⅜	.....
United 20	....	128	.....	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	½	5 66	17.00	A	Shu 5400	Ros	95⅝	52⅝	2900
United 20C6	....	128	.....	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	.....	V	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	½	5 66	17.00	A	Shu 5400	Ros	91¾	48½	2900
Valley	1295	132	142	P 32x5	P 33x5	Her OX	4-4x5	25.6	L	FP	Non	Har	.....	V	D-R	D-R	D. Ful	Ful	U	3	Own	Own	S	¾	4.46	Opt	...	Own F	.....	.....	.....	.....
Victor 30	1595	131	180	P 30x5	P 30x5	Con 18E	6-3½x4	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Cov	Cov JUC	U	3	U-M	Tim	S	¾	5.1	20.4	G†	Tim	Ros	.....	.....	3000
White 57	2725	146°	157½	P 32x6	P 32x6	Own GRC	4-4x5¾	25.6	L	FP	Own	Own	Zen	V	L-N	L-N	P. Own	Own GRBB	U	4	Spi	Own 57	S	½	4.67	19.3	A*	Own 57	Own	100⅞	62⅞	3774
1½ Ton																																
Acme 24	....	144	.....	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.2	A	Col 5400	Ros	102¾	66¼	3450
Acme 26	....	144	.....	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.2	A	Col 5400	Ros	102⅝	66⅜	3450
Acorn 30	2300	144	.....	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Str	G	Bos-R	.....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt.	A	Shu 350	Ros	.....	.....	4400
Acorn 30-P	2300	144	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B365	S	½	Opt	Opt	A	Shu 350	Ros	.....	.....	.....
§Armleder 30	....	148°	187	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	39.0	A*	Tim	Ros	121	71⅝	4400
Armleder 30B	....	150°	188	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	39.0	A*	Tim	Ros	121	71⅝	4400
Armleder 30-6	....	153°	192	S 34x4‡	S 34x6‡	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	39.0	A*	Tim	Ros	121	71⅝	4500
*Atterbury K	....	145	160	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim 52000H	S	F	6.83	34.15	G	Tim 117003H	Gem	120	68	4225

Autocar SA	2700	150	192	P 32x6	P 32x6	Own	6-3¾x4½	33.7	L	PC	Non	Per	Zen	V	L-N	D-R	P. Lon	B-L 35	U	4	Spl	Own SA	S	F	5.22	27.92	H	Tim 14703	Ros	115¼	63⅝	4400
Biederman		166°	170	S 34x5	S 34x8	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Zen	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A*	Shu	Ros	140		4600
Brockway CJB		142	142	P 32x6	P 32x6	Wis C	4-3¾x5	22.5	L	PC	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	3	Spi	Col 55001	B	F	5.12	21.2	G*	Col 3204	Ros	111	68	3200
Brockway E		147½°	161	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	PC	Non	G&O	Zen	V	L-N	L-N	D. B-L	B-L 30	U	3	Spi	Col 55001	B	F	5.12	20.84	G*	Col 5501	Ros	126¼	71¾	3870
*Brockway 90		149°		P 32x6	P 32x6	Con 6C	6-3⅜x4⅝	27.3	L	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	4	Spi	Col 55001	B	F	5.12	20.84	G*	Col 4002	Ros	111	68	3855
Chevrolet Utility	545	131		P 30x5	P 30x5	Own	6-3 5/16x3¾	26.3	H	PG	Non	Har	Car	P	D-R	D-R	P. Own	Own	U	4	Own	Own	S	½	4.88	30.05	E*	Own	Own	86⅝	51 13/16	2370
Chicago 15A		135°	195	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	FP	Wau	Chi	Zen	G	Apo	A-L*	D. B-L	B-L 35	U	4	Spi	Tim 5622H	B	F	5.37	28.7	G†	Tim 14733H	Ros	Opt	Opt	4805
Chicago 16A		135°	195	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	FP	Wau	Chi	Zen	G	Apo	A-L*	D. B-L	B-L 35	U	4	Spi	Tim 5622H	B	F	5.37	28.7	G†	Tim 14733H	Ros	Opt	Opt	5040
Clinton 32		150	Opt.	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	½	6.28	29.5	A*	Shu 5405	Ros	Opt	Opt	3950
Clydesdale 12		153		P 32x6	P 32x6	Con 8-R	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A*	Tim 1250	Ros			3600
Clydesdale 14		174		P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A*	Tim 1250	Ros			3700
Commerce 30Z	2990	168		P 34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63702	W	F	6.5	34.8	E	Tim 14704H	Han	144	90	4700
Commerce S11Y	1900	162		P 30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Tim 54000	S	F	5.8	29.2	G	Col 5530	Han	133½	83	4300
Corbitt 630		150	170	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 5400 H	B	F	5.83	29.15	G†	Tim 12703H	Ros	144	78	3860
Corbitt 7B6		150	170	P 32x6	P 32x6	Con 18E	6-3⅜x4	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	P. B-L	B-L 20	U	4	Spi	Tim 52000H	B	F	5.8	29.0	G†	Tim 11703H	Ros			3410
*Day-Elder GF	2050	156	186	P 30x5	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 20A	U	3	Spi	Tim 54000H	B	F	6.80	28.34	G	Tim 12703H	Ros	132	75½	4400
Defiance TT50C		175	220	P 32x6	DP32x6	Con	6-3⅜x4⅝	27.3	L	FP	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Cla 501	S	½	6.26	Opt	A	Shu	Gem	160	100	4700
Denby 41A		128		P 34x5	P 36x6	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	G		D-R	D. Ful	Dur	U	3	U-P	Col	S	¾	5.8	23.2		Con	Ros			3365
*Diamond T290	1475	156¼°	168	P 30x5	DP30x5	Her WXA2	6-3½x4½	29.4	L	PC	Non	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Col	S	F	5.1		G†	Col	Ros	122		4160
Dodge Bros.	1345	150	150	P 32x6	P 32x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G†	Own	Ros	106¾	69¾	3695
Dodge Bros.	1380	150	150	P 32x6	DP32x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G†	Own	Ros	106¾	69¾	3740
Dodge Bros.	1325	150	150	P 34x5	P 36x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Ros	106¾	69¾	3740
Dodge Bros.	1415	165	165	P 32x6	P 32x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G†	Own	Ros	132¾	84¾	3810
Dodge Bros.	1450	165	165	P 32x6	DP32x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G†	Own	Ros	132¾	84¾	3855
Dodge Bros.	1395	165	165	P 34x5	P 36x6	Own	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Ros	132¾	84¾	3855
Douglas		150°		P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57		A*	Shu 510	Ros	120	72	3950
Douglas		150°		P 30x5	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57		A*	Shu 510	Ros	120	72	4100
Douglas		116		P 30x5	DP30x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Buda	Zen	V	Bos-R	Non	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57		A*	Shu 510	Ros	120	72	3900
Duplex GF		142		P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PS	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Tim 64600	W	½	6.50	34.8	A*	Shu 5410	Ros			4700
Duplex GS		142		P 32x6	P 34x7	Bud HS6	6-3⅜x4½	27.3	L	FP	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Tim 64600	W	½	6.50	34.8	A*	Shu 5410	Ros			4800
Eagle 6-10		130		P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	PC	Opt	Per	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Tim 52000H	B	F			G	Tim 11703H	Ros			3000
*Federal F7		132	152	P 30x5	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	K.P.	Lon	Zen	V	D-R	D-R	P B&B	Own	U	4	Pet	Tim 52005H	B	F	4.86	24.3	G†:	Tim 11704H	Gem	95	51	3680
Fisher Fast Freight		146	160	S 30x5	S 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Col 5413	B	F	5.86	23.4	E	Col 55005	Ros	120	79	3500
*Ford AA	540	131½		B 6.00/20	P 32x6	Own	4-3⅞x4¼	24.0	L	PG	Non	Own	Zen	G	Own	Own	P. Lon	Own	U	4	Own	Own	W	¾	5.17	15.95	E*	Own	Own	81½	51¾	2485
F. W. D. H	3300	121	156	P 34x7	P 34x7	Wis SU	4-4x5	25.6	H	PC		Per	Zen	V	Eis	N-E	D. Det	Cot A	A	4	Blo	Own	B	F	7.3	38.0	B	Own H	Ros	112	81	5300
F. W. D. H4		120	156	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	PC		Per	Zen	V	A-L	A-L	D. Det	Cot A	A	4	Blo	Own	B	F	7.3	38.0	B	Own	Ros	112	81	5300
Garford 30Z	2990	168		P 34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63702	W	F	6.5	34.8	E	Tim 14704H	Han	144	90	4700
Garford S11Y	1900	162		P 30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Tim 540000	S	F	5.8	29.2	G	Col 5530	Han	133½	83	4300
Gen. Mot. T19-2001	1015	127¾°	145¾	P 32x6	P 34x7	Pontiac	6-3 5/16x3⅞	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	½	6.14	34.11	G*	Tim 11710N	Jac	91	52¼	2950
Gen. Mot. T19-2002	975	127¾°	145¾	P 30x5	DP 30x5	Pontiac	6-3 5/16x3⅞	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	½	6.14	34.11	G*	Tim 11710N	Jac	91	52¼	2850
Gen. Mot. T30-3001	1530	136°	164	P 32x6	P 36x8	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	4032
Gen. Mot. T30-3002	1505	136°	164	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	3957
Gen. Mot. T30-3003	1395	136°	164	B 6.00/20	P 34x7	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	3907
Gotfredson RB-36		Opt.		P 32x6	P 32x6	Own	6-3⅜x4	27.3	L	PC	Non	Lon	Joh	V	D-R	D-R	D. B-L	B-L 20-4	U	4	Spi	Tim 52000	B	F	Opt	Opt.	I	Tim 11703	Ros			
†G-P 42-6		142	159	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Tim 54000H	S	F	5.83	31.4	I	Tim 12703H	Ross			4300
Gramm B140	1395	140°	174	P 30x5	DP30x5	Lyc	6-3¼x4½	25.3	L	PC	Non	Per	Zen	O	A-L	A-L	D.Jon	Cov A-4	U	4	Blo	Tim 54000	B	F	4.85	32.01	I†	Col 4003	Ros	94	60⅜	3800
Gramm-Bernstein 115		146°	160	P 30x5	P 30x5	Lyc C4W	4-4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B504	B	½	6.38	25.52	B*	Shu 5405	Ros	127	73⅞	3650
Guilder B6	1750	138	148	P 32x6	P 32x6	Her WXA	6-3⅜x4½	27.3	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 5200°	S	F	Opt.	Opt.	A*	Tim 11703	Ros			3150
Hahn 17H		142		P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 20	U	4	Blo	Tim 52000H	B	F			I	Tim 11703H	Ros	110		3750
Hawkeye 36		160°	160	S 34x4‡	S 34x7	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	G	N-E	N-E	D. Ful	Ful GU	U	4	Pic	Wis 6600	R	F	6.9	37.4	A*	Wis 11	Ros	133	86	4300
Hawkeye 30		160°	185	S 34x4‡	S 34x7‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Lon	Zen	G	Bos-R	N-E	D. Ful	Ful GU	U	4	Pic	Wis 6600	R	F	7.75	37.4	A*	Wis 11	Ros	133	86	4200
Huffman EH	1890	132		P 33x5	P 33x5	Her OX	4-4x5	25.6	L	PC	Non	Har	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Spi	Own	S	½	4.46	17.84	A	Own	CAS			3460
Huffman	1560	132		P 33x5	P 33x5	Wis	4-3¾x5⅛	22.5	L	PC		Har	Zen	V	A-L	A-L	P. B&B	D-G	U	3	Spi	Own	S	½	4.46	17.84	A	Own	CAS			3185
*Indiana 111		129°	165	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spl	Cla B504	S	½	5.5	26.4	A*	Shu 5405	Ros	99	54 5/16	3600
*Indiana 300		149°	168	P 30x5	P 32x6	Wis F	6-3¼x4¼	25.3	H	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	B-L 20	U	3	Spl	Col 54030	B	¾	5.85	23.5	G*	Col 3200	Ros			3650
*Indiana 350		155¾°	175⅜	P 32x6	P 32x6	Wis G	6-3⅜x5	27.3	H	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spl	Col 55001	B	F	5.87	31.6	G*	Col 5502	Ros	124	71	4420
Int. Harvester SL-34		160	160	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M.	Eat 1502	S	½	5.66	22.6	H*	Eat 430F	CAS	127¾	81	3595
Int. Harvester SF-34		140°	160	P 30x5	P 32x6	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M.	Eat 1502	S	½	5.66	22.6	H*	Eat 430F	CAS	104	61½	3520
Int. Harvester SL-36		160	160	P 30x5	P 30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M.	Eat 1502	S	½	5.66	22.6	H*	Eat 430F	CAS	127¾	81	3645
Int. Harvester SF-36		140°	160	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	Own	U	3	M.M.	Eat 1502	S	½	5.66	22.6	H*	Eat 430F	CAS	104	61½	3570
Kenworth 45	1785	152	190	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Bud	Per	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Cla 510	B	½	6.37	30.6	G†	Cla F304	Ros	110	71	3400
King Zeitler 35		140°		S 34x5‡	S 34x7‡	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	Blo	Tim 64600D	W	F	7.75	37.2	A*	Tim 14703	Ros			4500
Kissel		152		S 36x4‡	S 36x6‡	Own 40000	4-3⅞x5½	24.1	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	W-G T-38L	U	3	Spi	Tim 6462	W	½	7.80	28.5	A*	Tim 1526	Ros			4100
Kleiber	1925	158	158	P 32x6	P 32x6	Con	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	6.42		A†	Tim 12703H	Ros	126	76	4200
*Lange R		140°	172	P 32x6	P 32x6	Her WXB	6-3¾x4½	33.7	L	PC	Non	Mod	Zen	O	A-L	A-L	D. B-L	B-L 31	U	3	Spi	Tim 54000H	B	F	5.83	28.0	G	Tim 12703H	Ros	84	56	4600
Larrabee 30		152⅛	161	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spi	Col	B	F	Opt	Opt	E†	Col	Ros	108	63⅞	4125
LeMoon HB17	2000	151	166	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Chi	Str	G	D-R	DJ	D. B-L	B-L 20U	U	4	Spi	Tim 54000H	B	F	6.4	30.8	G	Tim 14703H	Ros	114	74	3900
*Luedinghaus		144°	172	S 34x4‡	S 34x6‡	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. Ful	Ful SU10	U	3	Spi	Tim 54000H	W	½			A*	Shu 5410	Ros	108	72	4500
Maccar 36200		154	170	P 32x6	DP32x6	Bud HS	6-3⅜x4½	27.3	L	PC	Han	Per	Str	V	D-R	D-R	D. B-L	B-L 20	U	4	Cle	Tim 54000	B	F	5.83	29.15	A*	Tim 14703H	Ros	117¾	74⅞	4500
Mack BB	3500	165½°		S 32x6	DS32x6	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	V	N-E	N-E	D. Own	Own AB	U	4	Spi	Own BB	S	F	*4.91	23.81	6*‡	Own BB	Own			
Mack AB	3100	146½°		S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*7.10	34.4*	B*	Own AB	Own			
Mack AB	3550	164½°		S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B*	Own AB	Own			
Master-Eagle 6-10		132		P 30x5	P 30x5	Con	6-3⅜x4	27.3							A-L	A-L	D. B-L	B-L	U	3	Cle	Tim	B				I†	Tim	Ros	108		4800
Oneida A-9		135		P 30x5	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	PS	Non	Per	Str	V	A-L	A-L	Ful	Ful KU10	U	4	Blo	Tim 5620	S	F	6.42		A	Shu 350	Ros			3500
Oshkosh R	1995	141	165	P 32x6	P 34x7	Her OX	4-4x5	25.6	L	PC	Non	Mod	Zen	V	L-N	L-N	D. B-L	B-L	U	3	Blo	Wis 4610	R	F	6.5	31.2	A	Wis 21	Han	119½	65	4300
Relay 30A	2990	168		P 34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Own 30	R	F	6.45	34.5	E	Tim 14704H	Han	144	90	5300
Relay S11B	1900	162		P 30x5	DP 30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Own 20	R	F	6.00	30.0	G	Col 5530	Han	133½	83	4500
*Reo FA	1295	137		P 32x6	P 32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Har.	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.2	34.32	E†	Own	Han	97 11/32	52 1/16	3525
*Reo FE	1395	152		P 32x6	P 32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Har	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.2	34.32	E†	Own	Han	111 11/32	67 1/16	3700
*Reo FF	1395	156		P 32x6	P 32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Har	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.2	34.32	E†	Own	Han	123 11/32	71 1/16	3750
Republic Fleetmaster		144		B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Cla	B	½	5.6	28.3	G†	Cla	Ros	111	62½	3300
Republic 76		145½°		P 30x5	P 32x6	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Han	122	74¾	3350
Republic 76-6		150½°		P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Han	122	74¾	3500
Sanford A		130	140	P 32x6	P 32x6	Con 31L	6-2⅞x4¾	19.8	L	FP	Non	Fed	Str	V	D-R	D-R	D. B-L	B-L 20	U	3	Blo	Eat	B	½	6.37	31.67	H	Eat	Ros	86¾	46½	2900

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Trade Name and Model	General					Engine								Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction In High	Total Reduction In Low				Cab to rear of frame	Cab to rear axle	
*Schacht Series 15	1765	160	174	P 32x6	P 32x6	Con	6-3⅜x4½	27.3	L	FP	Non	You	Zen	O	D-R	D-R	D. B-L	B-L	U	4	Spi	Tim	S	F	5.83	31.19	G	Tim 12703H	Ros			4100
*Selden 17 Pacemaker		142	142	P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	PC	Non	Own	Str	V	D-R	D-R	D. B-L	W-G	U	4	Blo	Tim	B	½	5.1		E*	Tim	Ros	110	66	3750
Service 30Z	2990	168		P 34x5	DP34x5	Bud DS6	6-3½x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63702	W	F	6.5	34.8	E	Tim 14704H	Han	144	90	4700
Service S11Y	1900	162		P 30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Tim 54000	S	F	5.8	29.2	G	Col 5530	Han	133½	83	4300
Sterling DB9-64-16C		139	168	P 34x7	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	FP		Per	Zen	V		D-R	D. B-L	B-L 20	U	4	Har	Tim 54000H	B	S	5.82	29.13	G	Tim 12703H	Ros	102	60	3625
Stewart 28X	1495	136	176	P 30x5	DP30x5	Lyc	6-3½x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D.Ful	Ful	U	4	Spi	Cla	S	½	6.37	47.0	G*		Ros	114¾	63¾	3840
United 30		148	168	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.1	A	Shu 310	Ros	115⅜	75⅜	3500
United 30C6		148	168	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.1	A	Shu 310	Ros	110⅜	70⅜	3600
U. S. L	2450	148	166	P 32x6	P 34x7	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A*	Shu 350	Lav	109	75	4200
U. S. N	1950	144°	162	S 36x4	S 36x6	Bud	4-3¾x5½	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A*	Shu 350	Lav	120	72	4070
Valley	1595	132	142	P 30x5	P 30x5	Her OX	4-45	25.6	L	FP	Non	Har		V	D-R	D-R	D. Ful	Ful	U	4		Wis	R		Opt	Opt		Shu				
Victor 35	1895	144	180	P 30x5	DP30x5	Con 18E	6-3⅜x4	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Cov	Cov JUC	U	3	U-M	Tim	S	¾	5.1	20.4	G†	Tim	Ros			3650
Wachusett J		148	152	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	¾	7.20	38.5	*	Tim 15300	Ros	120	84	3300
Wachusett K		154	170			Con K4	4-4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	F	7.75	41.5	*	Tim 1520	Ros	144	102	4800
*Whippet Six C-101	645	131	131	P 30x5	P 30x5	Own	6-3½x3⅞	23.4	L	PC	Non	Fed	Til	V	A-L	A-L	P. Roc	Ful WO	U	4	M.M.	Cla B-364	S	½	6.37	39.27	H	Own	Own	86¾	51¾	2675
†Willys-Knight T-103	795	131	131	P 30x5	P 30x5	Own	6-2⅛x4⅜	20.7	X	PC	Non	Own	Til	V	A-L	A-L	P. Roc	Ful Wo	U	4	M.M.	Cla B364	S	½	6.51	39.27	H	Own	Own	86¾	51¾	2808
*Willys-Knight 15	1545	134°	134	P 30x5	P 32x6	Own	6-2⅛x4⅜	20.7	X	PC	Han	Fed	Til	V	A-L	A-L	P. B&B	Cov	U	4	Blo	Eat 1504	S	½	6.63	43.99	H*	Own	Ros	96	56⅜	3300
*Willys-Knight 16	1595	151	174	P 30x5	P 32x6	Own	6-2⅛x4⅜	20.7	X	PC	Han	Fed	Til	V	A-L	A-L	P. B&B	Cov	U	4	Blo	Eat 1504	S	½	6.63	43.99	H*	Own	Ros	126	73⅜	3400
White 20A	2125	145½°	168	P 34x5	DP34x5	Own GKA	4-3⅜x5⅛	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32.1	A*	Own 20A	Own	106⅞	69⅜	4412
White 61	2450	148°	170	P 30x5	DP30x5	Own 2A	6-3½x4½	29.4	L	FP	Han	Own	Zen	V	D-R	D-R	P. Own	Own 5B	U	4	Spi	Own 7C	S	½	5.67	23.4	G†	Own 7D	Han	115⅞	68⅞	4612
Witt-Will NN	2850	144	172	S 36x4	S 36x7	Con S4	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	½	7.25	30.3	A*	Tim 15300	Ros	136⅛	79½	4300
Witt-Will C2		144		P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Zen	O	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 56000	S	F	7.4	46.99	G†	Tim 14703	Ros	136⅛	79½	4300
Woods 32	1895	160°		P 30x5	DP30x5	Her WXA2	6-3½x4½	29.4	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	4	U-M	Tim	S	F	*5.83	29.15	G†	Tim	Ros			4450
World D88		147½	177½	P 30x5	DP30x5	Lyc	8-2⅞x4¾	26.4	L	PC	Han	Mod	Zen	O	A-L	A-L	P. Lon	Ful	U	4	Blo	Tim	S	F	5.83	37.8	F	Shu	Ros	118	71	4000
1¾ Ton																																
Gen. Mot. T30-3001	1530	136°	164	P 32x6	P 36x8	Buick	6-3 1/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	4032
Gen. Mot. T30-3002	1505	136°	164	P 32x6	DP32x6	Buick	6-3 1/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	3957
Sanford AX		150		P 34x7	P 34x7	Con 18E	6-3⅜x4	27.3	L	PC	Non	Fed	Strom	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Eat	S	½	6.38	26.4	H	Eat	Ros	107½	66¼	3000
2 Ton																																
Acme 47		162		P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L	U	4	Blo	Tim 54000-H	S	F	6.8	32.6	G	Tim 14703H	Ros	132⅝	82⅝	4350
Acorn 40	2500	144		S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Str	G	Bos-R		D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Ros			4600
Acorn 40P	2600	162		P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful GU 14	U	3	Spi	Tim 56001H	S	½	6.16	Opt	A	Tim 14703H	Ros	144	96	5400
Am. La France Chief	3650	192	Opt.	P 32x6	DP32x6	Own	6-3⅜x5	33.7	L	PC	Own	G&O	Zen	V	D-R	D-R	P. B&B	Own	A	4	Spi	Tim 63-700BX	W	F	5.00	24.0	E*	Tim 14703BX	Ros	Opt	Opt	6200
Armleder 40		149	187	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PC	Non	Non	Lon	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	121	72⅝	4600
Armleder 40-6		154	200	S 36x4	S 36x8	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	121	72⅝	4800
Atterbury 29G6		145	160	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim 54000H	B	F	6.80	34.00	G	Tim 12703H	Gem	120	68	4450
Autocar SD	3000	150	192	P 32x6	DP32x6	Own	6-3¾x4½	33.7	L	PC	Non	Per	Zen	V	L-N	D-R	P. Lon	B-L 35	U†	4	Spi	Own SD	R	F	6.33	33.86	H	Tim 14703	Ros	115¼	63⅝	4850
Brockway EYW		156°	164	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.00	32.1	G*	Col 5503	Ros	117¾	70¾	5090
Brockway S		150½°	164¼	S 34x4‡	S 34x8‡	Wis SU	4-4x5	25.6	H	PC	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	7.25	38.8	B*	Tim 14703	Ros	129	76⅝	5100
*Chicago 20A		135°	195	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	FC	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	6.25	33.4	G†	Tim 14703H	Ros	Opt	Opt	4870
*Chicago 21A		135°	195	P 32x6	DP32x6	Wau XK	6-3⅜x4½	33.7	L	FC	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	6.25	33.4	G†	Tim 14703H	Ros	Opt	Opt	5115
*Clinton 45		162	Opt.	S 34x4‡	DS34x4‡	Bud KTU	4-4x5¼	25.6	L	PC	Non	Per	Zen	V	Spl	D-R	D. B-L	B-L 35	A	4	Blo	Tim 65000H	W	½	7.75	41.5	A*	Tim 15302	Ros	Opt	Opt	4875
Clydesdale 9		160°		S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	Own	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7.75	41.46	A*	Tim 1460	Ros			4600
Coleman C-25		109	144	P 34x7	P 34x7	Bud DW6	6-3¾x5	27.3	L	FP	Non	R-T	Str	V	D-R	D-R	D. Ful	Ful GU 12	U	8	Spi	Own	W	F	7.25	139.0	A*	Own	Ros	108	78	6100
Commerce 40Z	3240	168		P 36x6	DP36x6	Bud DS6	6-3½x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63703H	W	F	6.5	34.8	G	Tim 14704H	Han	144	90	4900
Concord GX-6		163	185	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4610	R	F	6.8	36.38	A‡	Tim 15300	Ros	Opt	85	5140
Corbitt 646		150	198	P 32x6	P 34x7	Con 16R	6-4x4½	38.4	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63703H	W	F	7.33	39.23	G†	Tim 14703H	Ros	144	78	4980
*Corbitt 9B6		150	181	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	S	F	5.83	29.15	G†	Tim 14703H	Ros	Opt	Opt	4200
*Day-Elder HF	2500	156	186	S 34x4‡	S 34x7‡	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63702H	W	F	7.66	40.78	G	Tim 14703H	Ros	132	75½	4900
*Day-Elder HBF	2500	156	186	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	6.80	36.55	G	Tim 14703H	Ros	132	75½	4800
Defiance TT62T		175	220	P 32x6	DP32x6	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Tim 6460	W	½	7.25	Opt	A	Shu	Ros	150	97	5400
*Diamond T302	1650	157¾°	176	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	5.66	33.1	G†	Cla	Ros	117½		4600
Dodge Brothers	1545	150	150	P 32x6	P 34x7	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	3930
*Dodge Brothers	1620	150	150	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	3960
*Dodge Brothers	1650	150	150	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	4140
Dodge Brothers	1615	165	165	P 32x6	P 34x7	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4070
*Dodge Brothers	1690	165	165	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4100
*Dodge Brothers	1720	165	165	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4280
Douglas		156°		P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.9	33.12	A*	Shu 510	Ros	144	84	5100
Douglas		168°		P 32x6	P 34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Ros	144	84	5850
Douglas		118		P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Buda	Zen	V	Bos-R	Non	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Ros	144	84	4500
Duplex S		160		P 32x6	P 36x8	Bud DW6	6-3¾x5	33.7	L	FP	Non	Mod	Str	V	A-L	A-L	D. B-L	B-L	U	4	Pet	Tim 65001	W	F	6.75	36.2	A*	Shu 5510	Ros			5600
Fageol 130	2050	156°	172	P 30x5	DP30x5	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	4.62	22.2	G†	Tim 12700H	Ros	128⅛	83⅛	4500
Fageol 135	2250	162°	196	P 30x5	DP30x5	Wau XL	6-3½x4½	29.4	L	PC	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	4.62	22.2	G†	Tim 12700H	Ros	144	83½	4800
Federal A6		151	176	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	K.P.	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Cla B510	B	½	6.37	31.87	G†	Cla F304	Ros	119	71	4400

Fisher Mer. Ex.	....	146	160	S 34x5	S 34x7	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Lon	Zen	V	A-L	A-L	D. Cov	Cov W4C	U	4	Blo	Tim 63720H	W	½	7.33	42.8	A*	Tim 14703H	Ros	120	79	4500
Fisher Mer. Ex.	....	146	160	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Lon	Zen	V	A-L	A-L	D. Cov	Cov W4C	U	4	Blo	Tim 54000H	B	½	6.15	36.0	E	Tim 12703H	Ros	120	79	4100
F. W. D. BTL	3900	120	....	P 36x8	P 36x8	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	N-E	B-L	B-L	A	7	Blo	Own HT	B	F	6.95	84.7	B	Own H	Ros	115	80	6000
F. W. D. H6	3425	133	160	P 34x7	P 34x7	Wau XL	6-3½x4½	29.4	L	PC	Wau	Per	Zen	V	N-E	N-E	D. B-L	B-L 51	U	4	Blo	Own	B	F	6.52	35.0	H	Own	Ros	118	87	5500
Garford 40Z	3240	168	....	P 36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63703H	W	F	6.5	34.8	G	Tim 14704H	Han	144	90	4900
*Gen. Mot. T42-4001	1885	136°	175	P 32x6	P 38x9	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4485
*Gen. Mot. T42-4002	1790	136°	175	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4435
†Gen. Mot. T30-3001	1530	136°	164	P 32x6	P 36x8	Buick	6-3 5/16x4⅝	26.3	I	PC	Har	Lon	Mar	O	D-R	D-R	D.-	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	4032
†Gen. Mot. T30-3002	1505	136°	164	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	26.3	I	PC	Har	Lon	Mar	O	D-R	D-R	D.-	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	3957
*Gen. Mot. T42-4003	1685	136°	175	B 7.00/20	P 36x8	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4305
Gotfredson RB-46	....	Opt...	....	P 32x6	DP32x6	Own	6-3¾x4½	33.7	L	FP	Non	Lon	Joh	V	D-R	D-R	D. B-L	B-L 35-4	U	4	Spi	Tim 54000	B	F	Opt	Opt	I	Tim 12703	Ros	....	....	....
†G-P 47-6	....	154	174	P 32x6	DP32x6	Lyc TH	6-3½x5	29.4	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Tim 56001H	S	F	6.14	32.8	I	Tim 14703-H	Ros	....	....	4800
†G-P 48-8	....	168	....	B7.50/20	DB7.50/20	Lyc HD	8-3¼x4½	33.8	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Tim 56001-H	S	F	6.14	32.8	I	Tim 14703-H	Ros	....	....	4800
Gramm C-160	1795	160°	196	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W4C	U	4	Blo	Tim 56000	B	F	4.44	28.41	I†	Col 4003	Ros	120	77¼	4820
Gramm-Bernstein 115S	....	149½°	196	P 30x5	P 30x5	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B504	B	½	6.38	25.52	B*	Shu 5405	Ros	127	73 13/16	3750
Gramm-Bernstein 115	....	146°	160	P 30x5	P 30x5	Lyc C4W	4-4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B504	B	½	6.38	25.52	B*	Shu 5405	Ros	127	73⅞	3650
Gramm-Bernstein B6	....	144	....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D.Ful	Ful KU10	U	4	Blo	Tim	B	F	5.83	37.89	G†	Tim	Ros	120½	73¾	4590
*Guilder C6	2150	148	168	P 32x6	DP32x6	Her WXA2	6-3½x4½	29.4	L	PC	Mon	G&O	Zen	V	D-R	D-R	D B-L	B-L	U	4	Spi	Tim 54000	S	F	Opt	Opt	...	Tim 12703	Ros	....	....	4650
Guilder E	3150	152	....	S 34x4	S 36x8	Bud KBU-I	4-4x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65000	R	F	7.75	41.0	A*	Shu 5410	Ros	....	....	5450
Hahn 37H	....	153	....	P 30x5	DP30x5	Con 15C	6-3⅜x4⅝	27.3	L	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 20	U	4	Blo	Tim 54000H	B	F	....	....	I	Tim 12703H	Ros	120	....	4600
Hahn 37HL	....	164	183	P 30x5	DP30x5	Con 15C	6-3⅜x4⅝	27.3	L	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 20	U	4	Blo	Tim 54000H	B	F	....	....	I	Tim 12703H	Ros	168	....	4700
Huffman BC	2795	140	....	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	......	Chi	Zen	V	Eis	......	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9.66	38.67	A	Shu	Lav	....	....	4160
Huffman BH	2295	140	185	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	FP	......	Chi	Zen	V	Eis	......	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9.66	38.67	A	Shu	Lav	....	....	4160
Hug 22	....	160	195	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Bud	You	Zen	V	A-L	D-R	D. Ful	Ful KU10	U	4	Blo	Cla B510	S	½	5.66	36.79	G	Cla 304	Ros	132	83	5010
Hug 60	....	118	....	P 32x6	DP32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 6600	R	F	6.92	37.02	A	Shu 550	Ros	61½	52	5700
Hug 66	....	130	....	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Bud	You	Zen	V	A-L	D-R	D. B-L	B-L 51	U	4	Blo	Wis 6600	R	F	6.92	37.02	A	Shu 550	Ros	87⅜	59	....
*Indiana 400	....	157°	193	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	...	PC	K.P.	Lon	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Cla 506	S	½	6.37	34.2	G*	Shu	Ros	120	71⅜	5035
Indiana 111XW	....	120	120	P 32x6	DP32x6	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	Eis	Non	P. B&B	B-L 35	U	4	Spi	Wis 611	R	F	6.28	30.14	B*	Shu 5405	Ros	50 9/16	42 13/16	3740
Int. Harvester SD-44	....	117	117	P 30x5	P 32x6	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	V	Bos-A	Non	P. Own	Own	U	4	M.M.	Eat 2002	S	½	6.87	40.6	H*	Eat 430A	CAS	42¾	38½	3700
Int. Harvester SD-46	....	117	117	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	V	Bos-A	Non	P. Own	Own	U	4	M.M.	Eat 2002	S	½	6.87	40.6	H*	Eat 430A	CAS	42¾	38½	3750
Int. Harvester SF46	....	140°	164	P 32x6	P 34x7	Lyc 4SL	6-3¼x4½	25.3	L	L	Non	Lon	Zen	O	D-R	D-R	P. Own	Own	U	4	M.M.	Eat 2002	S	½	6.87	40.6	H*	Eat 430A	CAS	104	61½	3955
Kenworth 55	2085	163	195	P 32x6	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Bud	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Cla B 510	B	½	6.37	34.1	G†	Cla F304	Ros	125	83	3600
King Zeitler 42A	....	156°	....	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	27.3	L	FP	Han	Chi	Zen	G	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Tim 5620	B	F	6.43	30.9	A*	Shu 5410	Ros	....	....	....
Kleiber	3100	147	170	S 36x4‡	S 36x7‡	Con K4	4-4⅛x5¼	27.2	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 50	A	4	Spi	Tim 64600D	W	½	7.75	41.5	A†	Tim 15300	Ros	144	88	5200
Kleiber	2450	170	156	P 32x6	DP32x6	Con	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	6.42	....	A†	Tim 12703H	Ros	150	87	4600
*Lange L	....	144°	210	P 32x6	DP32x6	Her YXA	6-3¾x4¾	33.7	L	PC	Non	Mod	Str	O	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Wis 6617	R	F	7.00	37.5	B	Shu 510	Ros	104	62	5800
Larrabee 40	....	164⅜	200	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	PC	Non	Per	Zen	G	D-R	D-R	D. B-L	B-L	U	4	Spi	Wis	R	F	Opt	Opt	E†	Tim	Ros	126	72¾	5500
Le Moon HB20	2200	160	182	S 34x4	S 34x7	Wau 6XK	6-3¾x4½	33.7	...	FP	Non	Chi	Str	G	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim 63720H	W	F	6.25	30.0	G	Tim 14703H	Ros	126	81	4300
Le Moon HB21	2400	160	182	P 32x6	DP32x6	Wau 6XK	6-3¾x4½	33.7	...	FP	Non	Chi	Str	G	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim 63720H	W	F	6.25	30.0	G	Tim 14703H	Ros	126	81	4500
†Maccar 40	....	126	182	P 32x6	DP32x6	......	6-3⅜x4½	27.3	L	PC	......	......	......	V	......	......	D.-	......	U	4	......	......	B	F	6.16	....	G	......	Ros	....	....	4850
Mack AB	3100	146½°	....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*7.10	34.4*	B*	Own AB	Own	....	....	....
Mack AB	3550	164½°	....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B*	Own AB	Own	....	....	....
Moreland RR-6	1850	158½	....	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 35	U	4	Cle	Tim 54000H	S	F	5.83	32.95	G†	Tim 12703H	Ros	132	78	4000
Noble 146B	....	175	....	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. Ful	Ful KU12	U	4	Blo	Tim 54000H	B	F	5.83	37.9	G†	Tim 14703H	Ros	126	86	4850
Noble 146W	....	175	....	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. Ful	Ful KU12	U	4	Blo	Tim 63720N	W	F	6.00	39.0	G†	Tim 14703H	Ros	126	86	5310
Oshkosh K	3350	146	165	P 36x8	P 36x8	Her OX	4-4x5	25.6	L	PC	Pie	Own	Zen	V	L-N	L-N	D. B-L	B-L	U	4	Blo	Own K	B	F	8.0	42.8	B	Own K	Ros	116½	85½	5500
Oshkosh R6	2295	141	165	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Non	Mod	Zen	V	L-N	L-N	D. B-L	B-L	U	4	Blo	Wis 4610	R	F	6.5	34.7	A	Wis 21	Han	119½	65	4600
Pierce-Arrow XA	3500	150	162	S 36x4‡	DS36x5‡	Own XA	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XA	A	4	Spi	Own XA	W	½	8.5	44.2	A	Own XA	Own	125 7/16	72 7/16	6280
Pierce-Arrow FA	2450	140°	180	S 32x6	S 34x7	Own FA.	6-3½x5	29.4	L	FP	......	Fed	Str	E	D-R	D-R	P. B&B	B-L	U	3	Spi	Tim	B	F	5.28	33.3	E*	Own	Gem	106⅜	52⅜	3855
Rehberger A-6	....	162	180	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Non	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 35	U	4	Spi	Tim 54000H	S	F	5.83	31.21	G	Tim 14703H	......	130¼	77¾	5000
Relay 40 A	3240	168	....	P 36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Own 30	R	F	6.45	34.5	G	Tim 14704H	Han	144	90	5500
*Reo FC	1595	152	....	P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.7	37.62	E†	Own	Han	111 13/32	67 1/16	4025
*Reo FD	1695	168	....	P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.7	37.62	E†	Own	Han	127 13/32	83 1/16	4075
*Reo FH	1545	142	....	P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Sch	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	½	5.7	37.62	E†	Own	Han	87 3/16	57 3/16	4165
Republic F-1	....	155°	....	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	B	½	6.62	44.0	G*	Eat	Han	135½	80	4650
*Republic 88	....	110	....	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.62	26.5	A*	Eat	Han	53¾	41	3350
*Republic 88-6	....	115	....	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.62	26.5	A*	Eat	Han	53¾	41	3350
Republic 15W	....	153°	....	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	FP	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	U-M	Eat	I	D	7.20	28.8	B*	Eat	Jac	140¼	82¾	4200
Republic 50	....	154°	....	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.62	26.5	B*	Eat	Han	135½	80	4100
Republic 85	....	155°	....	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.62	26.5	B*	Eat	Han	135½	80	4250
†Republic D-1	....	144	165	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	....	L	....	......	G&O	Zen	V	......	......	D. Ful	Ful	U	4	U-P	Tim	B	F	5.83	....	G	Tim	Han	....	....	3750
*Schacht 20	1850	160	174	P 32x6	DP32x6	Con	6-3⅜x4⅝	27.3	L	FP	Non	You	Zen	O	D-R	D-R	D. B-L	B-L	U	4	Spi	Tim	S	F	5.83	31.19	G	Tim 12703H	Ros	....	....	4500
*Sanford N	....	160°	....	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Fed	Str	V	D-R	D-R	D. B-L	B-L 20	U	4	Blo	Eat	B	½	6.37	31.67	H	Eat	Ros	121	76	....
Service 40Z	3240	168	....	P 36x6	DP36x6	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63703H	W	F	6.5	34.8	G	Tim 14704H	Han	144	90	4900
Sterling DB11-64XL	....	150	164	P 34x7	P 34x7	Wau 6XL	6-3½x4½	29.4	L	FP	Wau	Per	Zen	V	......	L-N	D. B-L	B-L 35	U	4	Har	Tim 56000H	B	S	7.4	39.69	G	Tim 12703H	Ros	124⅝	70⅝	4295
Stewart 29X	1695	145	176	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	......	U	4	U-P	Tim	S	F	6.37	44.4	G*	Clark	Ros	114¾	63¾	4180
Stewart 26XW	2290	165	190	P 32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	L	FP	Han	Fed	Str	V	D-R	D-R	Ful	Ful	U	4	Spl	Tim	W	F	7.33	46.0	G	Tim	Ros	137 3/16	80¼	5095
United 32	....	148	....	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 31	U	3	Blo	Wis 4600	R	F	6.00	28.8	A*	Shu 310	Ros	115⅜	75⅜	4000
United 32C6	....	148	....	P 30x5	P 32x6	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	6.00	32.1	A*	Shu 310	Ros	106¾	66¾	4200
U. S. 21	2550	144°	162	S 36x4‡	S 36x6‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 64600D	W	½	8.75	35.0	...	Shu 510	Lav	120	72	4550
U. S. 20	2650	Opt...	192	S 36x4	S 36x7	Bud HS	6-3⅜x4½	27.3	L	PC	......	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 64600D	W	½	8.75	46.7	A*	Shu 510	Lav	119	79	4800
Valley	1650	132	142	P 32x6	P 32x6	Her OX	4-4x5	25.6	L	FP	Non	Har	......	......	D-R	D-R	D. Ful	Ful	U	4	......	Wis	R	...	Opt	Opt	...	Shu	Ros	....	....	....
Victor 40	2195	148	193½	P 32x6	P 34x7	Her WXB	6-3¾x4½	33.7	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Ful	Ful KU10	U	4	U-M	Wis 4600	S	F	6.1	40.1	G†	Shu 5410	Ros	....	....	4500
Ward La France 20R	....	Opt	Opt	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Han	Own	Str	V	N-E	N-E	D.B-L	B-L 35	U	4	Cle	Tim 54000H	S	F	5.83	31.21	G*	Tim 12703H	Ros	Opt	Opt	5400
White 56	3125	165°	175	S 36x4‡	S 36x7‡	Own GRC	4-4x5¾	25.6	L	FP	Own	Own	Zen	V	......	L-N‡	P. Own	Own GRBB	U	4	Spi	Own 56	S	½	6.33	26.2	B*	Own 56	Own	119⅜	81⅜	5096
*Willys-Knight. 20	1945	150°	150	P 32x6	P 34x7	Own	6-3⅜x4¾	27.3	X	FP	Han	Fed	Til	V	A-L	A-L	P. B&B	Ful KU	U	4	Blo	Eat 1504	S	½	6.62	43.07	H*	Own	Ros	126	73¼	3800
*Willys-Knight 21	1995	164	196	P 32x6	P 34x7	Own	6-3⅜x4¾	27.3	X	FP	Han	Fed	Til	V	A-L	A-L	P. B&B	Ful KU	U	4	Blo	Eat 1504	S	½	6.62	43.07	H*	Own	Ros	150	87¼	3900
Witt-Will R2	....	155	....	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	PC	......	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63720	W	F	6.5	34.78	G†	Tim 14703	Ros	....	....	5820
Woods 41	2295	165°	....	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	4	U-M	Tim	S	F	*5.83	31.19	G†	Tim	Ros	....	....	4900
World D88	....	147½	177½	P 32x6	DP32x6	Lyc	8-2⅞x4¾	26.4	L	PC	Han	Mod	Zen	O	A-L	A-L	P. Lon	Ful	U	4	Blo	Tim	S	F	5.83	37.8	F	Shu	Ros	118	71	4475
2½ Ton																																
Acme 52	....	186	....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Con	Per	Str	V	A-L	A-L	D. B-L	B-L 60	A	4	Blo	Tim 65706DP	W	F	7.75	41.5	B	Tim 15300	Ros	156	96½	7100
Acme 56 Spec.	....	177½	....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Con	Per	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	Blo	Tim 65001-D	W	F	7.75	73.6	B	Tim 15300	Ros	154	88	7100

Key of abbreviations page 78

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
2½ Ton—Cont.						—																										
Acorn 45	2900	156	.....	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Str	G	Bos-R	.....	D. Ful	Ful GU14	U	4	Spi	Tim 65600	W	F	Opt	Opt	A	Shu 350	Ros	.....	.....	4800
Acorn 45P	3600	156	.....	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	FP	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful GU 14	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Ros	.....	.....	5500
*Am. LaFrance Chief	3900	192	.....	P 34x7	DP34x7	Own	6-3¾x5	33.7	L	PC	Bud	G&O	Zen	V	D-R	D-R	P. B&B	Own	A	4	Spi	Tim 65001BX	W	F	5.00	24.0	E*	Tim14703BX	Ros	Opt	Opt	6400
Armleder 50	.....	152°	209	S 36x4‡	S 36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Ros	133	77⅜	5300
Armleder 55	.....	152	209	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Ros	133	77⅜	5300
Armleder 50-6	.....	158°	215	S 36x4‡	S 36x8‡	Bud BUS	6-4x5½	38.4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	133	77⅜	5600
Atterbury 29H6	.....	173	199	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	H	PC	Han	You	Zen	G	D-R	A-L	D. B-L	B-L	U	4	Spi	Tim 56000H	B	F	6.16	32.98	G	Tim 14703H	Gem	148½	90½	6550
Biederman	.....	160°	200	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	45.0	A*	Shu	Ros	164	.....	4905
Brockway 8Y	.....	151¾°	178⅛	P 32x6	P 34x7	Wis Y	6-3½x5	27.3	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.6	35.3	G*	Col 5503	Ros	129	73	5145
Chicago 25A	.....	135	195	S 36x4	S 36x8	Wau V	4-4x5	25.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	5550
*Chicago 26A	.....	.....	.....	P 34x7	DP34x7	Wau XK	6-3¾x4½	33.7	L	FP	Wau	Chi	Zen	G	Apo	A-L*	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	5800
*Chicago 30B	.....	138	222	S 36x5	S 36x10	Wau V	4-4x5	25.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	6120
Clydesdale 8	.....	156°	.....	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8.5	45.48	A*	Tim 15300	Ros	.....	.....	5300
Coleman C25D	.....	120	144	P 38x7	P 38x7	Bud DW6	6-3¾x5	27.3	L	FP	Bud	Per	Zen	V	D-R	D-R	D. Ful	Ful GU14	U	8	Spi	Wis	R	F	8.33	159.0	E	Wis	Ros	108	78	6400
*Commerce 50Z	4415	175	.....	S 36x5	S 36x10	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 58000H	B	F	8.5	62.0	A‡	Tim 15733H	Han	156	97½	7000
Corbitt 15B6	.....	152	220	P 34x7	DP34x7	Con 16R	6-4x4½	38.2	H	FP	Non	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 58000H	B	F	Opt	Opt	G†	Tim 15733H	Ros	134	80	5860
*Corbitt 15W6	.....	152	220	P 34x7	DP34x7	Con 16R	6-4x4½	38.4	H	FP	Non	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65001-H	W	F	Opt	Opt	G†	Tim 15733H	Ros	134	80	6160
Defiance OX	.....	175	240	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Wis	R	F	7.25	Opt	A	Shu	Ros	160	110	6200
Defiance OXH	.....	175	240	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	FR	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Wis	R	F	7.25	Opt	A	Shu	Ros	160	110	6400
Denby 43	.....	155	.....	S 36x4	S 36x8	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	.....	Con	Ros	.....	.....	4925
Diamond T550	2195	165°	183¼	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	7.12	36.9	G†‡	Cla	Ros	138	.....	5400
Diamond T502	2675	173°	199	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Tim 65000H	W	F	9.33	48.5	G†‡	Shu	Ros	146½	.....	5900
Diamond T505	2875	171½	196½	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov.	Cov	U	4	Spi	Wis	R	F	.....	.....	G†‡	Shu	Ros	.....	.....	5850
Eagle 6-25	.....	153	.....	P 30x5	P 30x5	Con 18E	6-3⅝x4	27.0	L	PC	Opt	Per	Zen	V	A-L	A-L	D. Cov	Cov W4C	U	4	Pet	Tim 54000H	B	F	.....	.....	G	Tim 14703H	Ros	.....	.....	5000
Fageol 250	3100	178°	196	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Non	Own	Zen	V	D--R	D--R	D. B-L	B-L 35	U	4	Spi	Tim 56000H	W	F	4.88	20.56	G†	Tim 14700H	Ros	167⅛	99⅛	5250
Federal T3W	.....	148	185	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600HP	W	½	7.25	36.2	G†	Own	Ros	119	71	5050
Federal T22	.....	115	115	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P B&B	Own	A	4	Pet	Tim 64600D	W	½	7.25	36.2	A*	Own	Ros	52	.....	4750
Federal T8	.....	148	185	P 32x6	DP32x6	Con 16C	6-3½x4⅝	27.3	L	PC	K.P.	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600H	W	½	7.25	36.2	G†	Own	Ros	119	71	5050
Fisher Heavy Duty	.....	155	190	P 32x6	DP32x6	Con 16-R	6-4x4½	38.4	H	FP	.....	Lon	Str	V	A-L	A-L	D. B-L	B-L 35A	A	4	Blo	Tim 58000H	B	F	6.83	42.3	E	Tim 14703H	Ros	120	80	4800
Fisher Heavy Duty	.....	155	190	S 36x5	S 36x8	Con 16-R	6-4x4½	38.4	H	FP	.....	Lon	Str	V	A-L	A-L	D. B-L	B-L 35A	A	4	Blo	Tim 65000H	W	F	6.83	42.3	E	Tim 15733H	Ros	120	80	5150
F. W. D.-HH6	.....	133	160	P 36x8	P 36x8	Wau XL	6-3½x4½	29.4	L	PC	Wau	Per	Zen	Y	N-E	N-E	D. B-L	B-L	A	7	Blo	Own	B	F	6.95	84.7	B	Own	Ros	115	80	6000
Garford 50Z	4415	175	.....	S 36x5	S 36x10	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7000
*Gen. Mot. T42-4001	1885	136°	175	P 32x6	P 38x9	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4485
Gen. Mot. T42-4002	1790	136°	175	P 32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4435
Gotfredson W44	.....	165	196	P 34x7	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	7.66	40.98	G	Tim 14703H	Ros	.....	.....	5050
Gotfredson RW-46	.....	Opt.	.....	P 32x6	DP32x6	Own	6-3¾x4½	33.7	L	FP	Non	Lon	Joh	V	D-R	D-R	D. B-L	B-L 35-4	U	4	Spi	Tim 63702H	W	F	Opt	Opt	I	Tim 12703	Ros	.....	.....	.....
†G-P 57-4	.....	154	175	P 34x7	DP34x7	Wau CR	4-4⅜x5¾	30.6	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65706H	W	F	7.80	.....	I	Tim 15733- H	Ros	.....	.....	6800
†G-P 57-6	.....	157	178	P 34x7	DP34x7	Wau KU	6-4¼x4¾	43.4	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65706H	W	F	7.80	41.2	I	Tim 15733- H	Ros	.....	.....	6800
*Gramm D-160	1995	160°	196	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W4C	U	4	Blo	Wis 4626-L	R	F	4.6	29.44	I†	Col 5500	Ros	120	77¼	5100
Gramm-Bernstein 125	.....	144°	160	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful GU	U	4	Own	Wis	W	F	8.66	41.57	*	Shu 5410	Ros	125	76¼	5440
Gramm Bernstein B6	.....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful KU10	U	4	Blo	Tim	B	F	5.83	37.89	G†	Tim	Ros	120½	73¾	4590
Gramm-Bernstein C	.....	144°	166	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B*	Shu 5550	Ros	128½	76½	5865
Gramm-Bernstein C6	.....	150°	201	S 36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.25	68.6	B*	Shu 5550	Ros	128½	77 1/16	5920
Guilder E6	3250	172	184	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 35	A	4	Spi	Tim 5600°	S	F	Opt	Opt	.....	Tim 14703	Ros	.....	.....	5600
Harvey WG6	3500	185	185	S 36x5‡	S 36x10‡	Bud DW6	6-3¾x5	33.7	L	PC	McC	Own	Str	G	A-L	A-L	D. B-L	B-L 55	A	7	Spi	Tim 65700D	W	F	9.33	88.6	A*	Tim 15300	Ros	.....	.....	6900
Harvey WG	3500	150°	185	S 36x5‡	S 36x10‡	Bud EBUI	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spi	Tim 65700	W	F	9.33	88.6	A*	Tim 15300	Ros	.....	.....	6950
Hawkeye 50-75	.....	210°	225	S 36x5‡	S 36x8‡	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Per	Zen	G	Bos-R	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1418	R	F	6.86	37.4	A‡	Shu 5550	Ros	205	131	5900
Hawkeye 50-48	.....	Opt	185	S 36x5‡	S 36x8	Bud EBUI	4-4¼x5½	28.9	L	PC	Sim	Per	Zen	G	Bos-R	N-E	D. Ful	Ful HU	U	4	Pic	Wis 8800A	R	F	8.6	54.2	A*	Shu 5550	Ros	179	106	5400
Hawkeye 50-60	.....	197	197	S 36x6	DS38x7	Bud DW6	6-3¾x5	33.7	L	PC	.....	Per	Zen	G	N-E	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1418	R	F	8.00	50.2	A‡	Shu 5550	Ros	179	118	5800
Hendrickson ST	3400	.....	.....	S 36x5	S 36x8	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spi	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	Opt	Opt	A*	Tim 15300B	Ros	Opt	Opt	5750
Hug 26	.....	150	195	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. B-L	B-L 35	U	4	Blo	Wis 4610	R	F	5.98	19.67	A	Shu 550	Ros	130	75	5645
Hug 81	.....	127	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	7.85	42.05	A	Shu 550	Ros	78	57½	5890
Hug 84	.....	127	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	78	57½	6088
Indiana 115A	.....	132	132	P 32x6	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	7.85	42.99	B*	Shu 5410	Ros	87½	56¾	4970
Indiana 127S	.....	162½	.....	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	8.00	42.8	A°	Shu 5550	Ros	138	83	6300
Indiana 127W	.....	162½	.....	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	G	Eis	A-L	P. B&B	B-L 55	U	4	Spi	Tim 65700	W	F	8.00	42.8	A°	Shu 5550	Ros	138	83	6300
*Indiana 615A	.....	136	136	P 32x6	DP34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	7.85	46.79	B*	Shu 5410	Ros	87½	57½	5160
Int. Harvester HS54	.....	148°	200	S 36x5‡	S 36x8‡	Ha S 151	4-4¼x5½	28.9	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Eat 54	R	F	6.85	60.49	E*	Eat 54F	Own	106½	73¼	7500
Int. Harvester HS54C	.....	148°	200	S 36x5‡	S 36x10‡	Ha S 151	4-4¼x5½	28.9	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	7.22	63.75	E*	Eat 54F	Own	106½	73¼	8165
Kenworth DH	3130	166	180	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	PC	Pie	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Cla B721	B	½	7.00	42.8	A	Cle F304	Ros	130	84	.....
King Zeitler 45	.....	156°	.....	S 36x5‡	S 36x8‡	Con 16C	4-4¼x4½	28.9	L	FP	Han	Chi	Str	G	Bos-R	A-L‡	D. B-L	B-L 35	U	4	Blo	Tim 65000D	W	F	9.25	49.5	A*	Tim 15302	Ros	.....	.....	5400
Kissel	.....	168	.....	S 36x4	S 36x8‡	Own 50000	4-4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful G7	A	4	Spi	Tim 6566	W	F	8.50	40.8	A*	Tim 1544B	Ros	.....	.....	5100
Kleiber Speed	2950	180	180	P 32x6	DP32x6	Bud	6-3¾x5	33.7	L	PC	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 55	U	4	Spi	Tim 63720H	W	F	6.25	33.4	A†	Tim 14703H	Ros	144	97	5100
Kleiber Black Panther	3500	190	190	P 34x7	DP34x7	Cont	6-4x4⅛	38.4	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 51	U	5	Spi	Tim 58000H	B	F	6.83	.....	G	Tim 14703H	Ros	164	104	6050
*Lange O	.....	145¼°	211¼	P 34x7	DP34x7	Her YXB	6-4x4¾	38.4	L	PC	Non	Mod	Str	O	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Wis 8817	R	F	7.29	39.1	B	Shu 510	Ros	106	65	5985
Larrabee 50	.....	177	200	P 32x6	P 32x6	Con 16R	6-4x4½	38.4	H	PC	Non	Per	Zen	G	D-R	D-R	D. B-L	B-L	U	4	Spi	Wis	R	F	Opt	Opt	E†	Tim	Ros	.....	.....	.....

LeMoon HB25	2900	166	182	S 34x5	S 34x8	Wau 6XK	6-3¾x4½	33.7	...	FP	Non	Chi	Str	G	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim 65000H	W	F	8.5	45.47	G	Tim 15733H	Ros	138	90	5500
Le Moon HB26	3250	166	182	P34x7	DP34x7	Wau 6XK	6-3¾x4½	33.7	...	FP	Non	Chi	Str	G	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim 65000H	W	F	7.25	38.78	G	Tim 15733H	Ros	138	90	5500
Le Moon HB27	3600	166	182	P 34x7	DP34x7	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim 65000H	W	F	6.00	32.10	G	Tim 15733H	Ros	138	90	5700
Luedinghaus	...	145°	172	S 36x5	S 36x8‡	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Zen	...	Eis	Non	D. Ful	Ful GU14	U	4	Spi	Tim 65000D	W	F	...	...	A*	Shu	Ros	120	77	4900
Maccar 46	...	150	180	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	L	PC	Han	Per	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Wis 6600	R	F	6.92	37.4	A‡	Shu 5410	Ros	131¼	81¼	5200
Mack AB	3500	146½°	...	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.87	43.0*	B*	Own AB	Own	...	...	...
Mack AB	3950	164½°	...	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B*	Own AB	Own	...	...	...
Master-Eagle 6-25	...	142	...	P 30x5	DP30x5	Con	6-3⅜x4	27.3	...	...	...	...	...	...	A-L	A-L	D. B-L	B-L	U	4	Cle	Tim	B	F	...	...	I†	Tim	Ros	116	...	5400
Noble 156B	...	176	203	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	Chi	Str	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Tim 58000H	S	F	6.83	44.39	G†	Tim 15733H	Ros	147½	86½	5625
Noble 156W	...	176	203	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	Chi	Str	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Tim 65000H	W	F	6.0	39.0	G†	Tim 15733H	Ros	147½	86½	5950
Oneida B-9	...	144	...	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PS	Non	Per	Str	...	A-L	A-L	Ful	Ful KU10	U	4	Blo	Tim 5620	S	F	6.42	...	A	Shu 350	Ros	...	...	4800
*Oshkosh L	3925	146	165	P 36x8	P 36x8	Her WXC	6-4x4½	38.4	L	PC	Her	Own	Zen	V	L-N	L-N	D. B-L	B-L	U	4	Blo	Own L	R	F	7.4	39.6	B	Own L	Han	114½	83½	7400
*Relay 50C	4415	175	...	P 36x6	S 36x10	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Own 60	R	F	7.88	58.5	G	Tim 15733H	Han	156	97½	7300
Republic F1	...	155°	...	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	B	½	6.62	44.0	G*	Eat	Han	135½	80	4650
Republic H1	...	163°	...	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	B	F	5.5	35.75	G*	Eat	Han	147¾	84	5750
Republic 60	...	163°	...	P 32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	5.5	22.0	E*	Eat	Han	147¾	84	4600
Republic 58	...	122	...	P 32x6	DP32x6	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	B*	Eat	Han	83	46½	4300
Republic 58-6	...	122	...	P 32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	B*	Eat	Han	83	46½	4300
Sanford NO	...	170	170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Fed	Str	V	D-R	D-R	D. B-L	B-L	U	4	Blo	Eat	S	½	6.37	31.85	H	Eat	Ros	133	86	...
†Schacht 20A	1950	136	174	P 32x6	DP32x6	Con	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	...	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000	B	F	5.83	31.19	G	Tim 12703H	Ros	Opt	Opt.	4800
*Selden Unit 37	...	151	181	P 30x5	DP30x5	Con C15	6-3⅜x4½	27.3	L	FP	Non	Own	Str	G	D-R	D-R	D. B-L	B-L	U	4	Blo	Tim	B	½	Opt	Opt	...	Tim	Ros	168	97	4600
*Service 50Z	4415	175	...	S 36x5	S 36x10	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7000
Standard 2½-3½K	...	147°	170	S 36x5‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	B. B-L	B-L 35	A	4	Spi	Tim 65600SP	W	F	8.50	45.4	A*	Tim 15300	Ros	132	83	5400
Standard 2½-3½ K8	...	147°	170	S 36x5‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	D. B-L	B-L 55	A	4	Spi	Tim 65600SP	W	F	9.25	49.4	A*	Tim 15300	Ros	132	83	5488
Stewart 18X	2690	165	190	S 32x6	DS32x6	Lyc TF	6-3⅝x5	31.5	L	FP	Pie	Own	Str	V	D-R	D-R	D. Ful	Ful	U	4	U-P	Tim	W	F	7.25	47.5	G*	Tim	Ros	137 3/16	80¼	5788
Studebaker 77	2585	158	...	B 6.75/32	B 6.75/32	Own	8-3½x4⅜	39.2	L	PC	Non	Lon	Sto	O	D-R	D-R	D. Lon	Ful	U	3	Spi	Eat	S	½	5.11	19.8	G*	Eat	Ros	118⅝	66⅝	4750
United 50	...	153	...	S 34x4	S 34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.5	A*	Shu 510	Ros	132⅜	80⅜	4800
United 50C6	...	153½	...	S 34x4	S 34x8	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.5	A*	Shu 510	Ros	123¾	72¼	5006
Valley	2395	150	165	P 32x6	P 32x6	Her OX	4-4x5	25.6	L	FP	Non	Chi	...	...	D-R	D-R	D. Ful	Ful	U	3	...	Wis	R	...	Opt	Opt	...	Shu	Ros	...	...	...
Valley	2495	150	165	P 32x6	P 32x6	Her OX	4-4x5	25.6	L	FP	Non	Chi	...	...	D-R	D-R	D. Ful	Ful	U	4	...	Wis	R	...	Opt	Opt	...	Shu	Ros	...	...	...
*Victor 45	2495	148	193½	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Ful	Ful KU10	U	4	U-M	Wis 4600	S	F	*6.1	40.1	G†	Shu 5410	Ros	...	...	4800
Wachusett L	...	170	170	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D.B-L	B-L 55	U	4	Spi	Tim 6560	W	F	7.75	41.5	*	Tim 1542	Ros	144	102	5200
Ward La France 25R	...	Opt	Opt	P 34x7	DP34x7	Wau XK	6-3¾x4½	33.7	L	PC	Han	Own	Str	V	N-E	N-E	D.B-L	B-L 35	U	4	Cle	Tim 56001H	S	F	6.16	32.8	G†	‡ Tim 14703H	Ros	Opt	Opt	6000
White 51A	3750	170°	190	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	...	L-N‡	P. Own	Own GRBA	U	4	Spi	Own 51A	S	½	7.14	35.6	B*	Own	Own	145⅞	84⅝	6250
*Willys-Knight 25	2545	150°	150	P 32x6	DP32x6	Own	6-3⅜x4¾	27.3	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful GU	U	4	Blo	Wis 6617B	R	F	6.33	30.38	H*	Col	Ros	126	73¼	4920
*Willys-Knight 26	2595	164	196	P 32x6	DP32x6	Own	6-3⅜x4¾	27.3	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful GU	U	4	Blo	Wis 6617B	R	F	6.33	30.38	H*	Col	Ros	150	87¼	5020
Witt-Will R25	...	155	...	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	PC	...	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65001	W	F	6.75	34.78	G†	Tim 14703	Ros	...	...	6000
Woods 45	2895	165°	...	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	4	U-M	Tim	S	F	*6.17	33.0	G‡	Tim	Ros	...	...	5400
World D-88	...	164	178	P 34x7	DP34x7	Lyc	8-2⅞x4¾	26.4	L	PC	Han	Mod	Zen	O	A-L	A-L	P. Lon	Ful	U	4	Blo	Tim	S	F	7.4	48.0	F	Shu	Ros	142	87½	5560
3 Ton																																
Acme 64	...	180½	...	P 36x8	DP36x8	Con L4	4-4½x5½	32.4	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 65706DP	W	F	8.5	45.5	B	Tim 15300	Ros	156	96½	7100
Acme 66	...	186	...	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	40.8	H	PC	Con	Per	Str	V	A-L	A-L	D. B-L	B-L 60	A	4	Blo	Tim 65706DP	W	F	7.75	41.5	B	Tim 15300	Ros	156	96½	7400
Acorn 50	3250	156	...	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	PC	McC	Chi	Str	G	Bos-R	...	D. B-L	B-L 51	U	4	Spi	Tim 65700	W	F	Opt	Opt	A	Tim 15300	Ros	...	...	5500
Acorn 50P	4000	Opt	Opt	P 36x8	DP36x8	Bud DW6	6-3¾x5	33.7	L	FP	McC	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	5	Spi	Tim 65706H	W	F	Opt	Opt	E	Tim 15733H	Ros	...	...	7500
Amer.-La France W	3950	Opt	201¾	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	10.66	40 6	B*	Own 2R	...	132	81 1/16	6600
Armleder 60	...	152°	209	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	56.2	A*	Tim	Ros	133	77⅜	5800
Armleder 60-6	...	158°	215	S 36x5‡	S 36x10‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim	W	F	7.2	45.5	A*	Tim	Ros	133	77⅜	6100
Atterbury 22C	...	156°	180	S 36x4‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Pie	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L	A	4	Spi	Tim	W	F	9.25	49.4	A*	Tim	Gem	129¼	78¾	5925
Atterbury 29R6	...	173	199	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Han	You	Zen	V	D-R	A-L	D. B-L	B-L	U	4	Spi	Tim 65001H	W	F	7.1	37.45	G	Tim 14703H	Gem	148½	90½	6925
*Autocar H	3750	114	203	S 34x5	S36x10	Own	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Lon	Own T	U†	4	Spi	Own H	R	F	7.72	48.94	B	Own J	Ros	135½	76	5800
*Autocar SH	4000	114	203	S 34x5	S36x10	Own	6-4⅛x4¾	40.8	L	PC	Han	Own	Str	G	Bos-R	L-N	P. Lon	Own T	U†	4	Spi	Own H	R	F	7.72	48.94	B	Own J	Ros	135½	76	5800
Autocar TA	5000	187°	213	P 36x8	DP36x8	Own	6-4⅜x4¾	45.9	L	PC	Han	Own	Str	V	Bos-R	L-N	P. Lon	Own T	U&A	8	Spi	Own T	R	F	6.43	72.58	B	Own J	Ros	175¼	104¾	7100
†Autocar TB	...	213	...	P 36x8	DP36x8	...	6-4⅜x4¾	45.9	L	PC	...	...	...	V	...	...	P.-	...	U	8	...	Own	R	F	6.43	...	B	...	...	201¼	130¾	...
Brockway K	...	154⅛°	189⅜	S 36x5‡	S 36x10‡	Con K4	4-4⅛x5¼	27.2	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 35	A	4	Spi	Tim 65706D	W	F	7.75	41.4	B‡	Tim 15300	Ros	152	93⅝	5855
Brockway KW	...	170°	220	P 34x7	DP34x7	Wis H	6-4x5	38.4	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 51	U	4	Spi	Wis 1228	R	F	6.8	36.3	B‡	Shu 5550B	Ros	141⅜	86⅜	6920
Brockway KR	...	160⅝°	195⅞	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 55	A	4	Spi	Tim 65706D	W	F	6.75	36.1	B‡	Tim 15300	Ros	156	94½	6290
*Chicago 31B	...	159	231	S 36x5	S 36x10	Wau CU	4-4⅜x5¾	30.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 55 Max	A	7	Spi	Tim 65706D H	W	F	8.5	80.75	B†	Tim	Ros	Opt	Opt	6970
*Chicago 32B	...	164½	236	P 36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	L	FP	Wau	Chi	Zen	G	Apo	A-L*	D. B-L	B-L 55 Max	A	7	Spi	Tim 65706DH	W	F	8.5	80.75	B†	Tim	Ros	Opt	Opt	7240
*Clinton 55-6	...	168	Opt	P 32x6	DP32x6	Bud DW-6	6-3¾x5	33.7	L	FP	Non	Per	Zen	V	Spl	D-R	D. B-L	B-L 35	U	4	Blo	Tim 65000H	B	½	7.1	29.4	A*	Tim 15302	Ros	Opt	Opt	5200
*Clinton 65	...	184	Opt	S 34x5‡	DS34x5‡	Bud ETU	4-4¼x5½	28.9	L	PC	Bud	Per	Zen	V	Spl	D-R	D. B-L	B-L 55	A	4	Blo	Tim 65706HP	W	F	8.50	45.5	A	Tim 15302	Ros	Opt	Opt	5925
*Clinton 65-6	...	154	...	P 38x7	DP38x7	Bud DW6	6-3¾x5	33.7	L	FP	Non	Per	Zen	V	Spl	D-R	D. B-L	B-L 55	U	4	Blo	Tim 65706HP	W	F	Opt	Opt	B†	Tim 15302	Ros	98¾	...	...
Clydesdale 6	...	163°	...	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A*	Tim 1544B	Ros	...	...	5850
Clydesdale 6X	...	163°	...	S 36x4	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A*	Tim 15300	Ros	...	...	5700
Coleman D-40	...	130	180	P 40x8	P 40x8	Bud DW6	6-3¾x5	33.7	L	FP	Non	Per	Str	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spi	Wis	R	F	8.33	159.00	E*	Wis	Ros	144	89	8500
Commerce 60Z	4480	175	...	S 36x5	S 36x12	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15337H	Han	156	97½	7100
Concord JX-6	...	154	174	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	4	Blo	Tim 65706D	W	F	9.3	49.75	B‡	Tim 15300	Ros	Opt	Opt	6700
Corbitt 64	...	165	220	S 36x4‡	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 55	U	4	Spi	Tim 65706-D	W	F	Opt	Opt	A‡	Tim 15300	Ros	164	94	6160
*Corbitt 66	...	165	220	P 34x7	DP34x7	Con 18R	6-4x4¼	38.4	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 55	U	4	Spi	Tim 65706-D	W	F	Opt	Opt	A‡	Tim 15300	Ros	164	94	6500
*Corbitt 12B6	...	163	...	P 34x7	DP34x7	Con 16R	6-4x4⅛	38 4	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	A	4	Spi	Tim 58000H	B	F	Opt	Opt	G†	Tim 14703H	Ros	...	...	6500
*Day-Elder JF	3900	156	204	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Con	Bus	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65001H	W	F	7.75	41.46	G	Tim 15733H	Ros	104¾	66¼	6900
Diamond T-602	3510	169½	231½	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	Cov	A	4	Spi	Tim 65706H	W	F	8.5	44.2	6†‡	Shu	Ros	...	...	5500
*Diamond T-605	3810	161½	238	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	4	Spi	Wis	R	F	...	...	6†‡	Shu	Ros	...	...	7400
Dixon	4200	156	...	S 36x5	S 36x10	Her G	4-4¾x5¾	36.1	L	PS	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful HU	U	4	Spi	Tim 65700D	W	F	7.75	44.0	A	Shu 610	Ros	...	...	6100
*Dodge Brothers	1805	135	135	P 34x7	P 36x8	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	82¼	54¾	4155
*Dodge Brothers	1870	135	135	P 34x7	DP34x7	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	82¼	54¾	4355
*Dodge Brothers	1745	135	135	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	82¼	54¾	4235
Dodge Brothers	1835	165	165	P 34x7	P 36x8	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	132¾	84¾	4440
Dodge Brothers	1900	165	165	P 34x7	DP34x7	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	132¾	84¾	4640
Dodge Brothers	1775	165	165	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	132¾	84⅜	4520
*Dodge Brothers	1905	185	185	P 34x7	P 36x8	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	164¾	104¾	4635
*Dodge Brothers	1970	185	185	P 34x7	DP34x7	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	164¾	104¾	4835
*Dodge Brothers	1845	185	185	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	164¾	104¾	4715
Douglas	...	156°	...	S 36x5‡	S 36x10‡	Bud YBU-I	4-4½x6	32.4	L	PC	Buda	Own	Zen	V	L-N	Opt	D. Ful	Ful RU-16	U	4	Blo	Wis 891A	R	F	7.25	34.8	A‡	Shu 5550	Ros	168	98	6500

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																																
Douglas	.....	186	.....	P 36x6	DP38x7	Bud BUS	6-4x5½	38.4	L	PC	Buda	Own	Zen	V	L-N	L-N	D. Ful	Ful RU-16	U	4	Blo	Wis 891A	R	F	7.25	59.6	A‡	Shu 5550	Ros	168	98	6800
Douglas Spl	.....	216	.....	P 38x7	DP40x8	Bud BA6	6-4½x5½	40.8	L	PC	Buda	Own	Zen	V	L-N	L-N	D. Ful	Ful H-OG	A	8	Blo	Wis 1418	R	F	7.85	84.0	A‡	Shu 5550	Ros	204	120	7560
Duplex FAC	.....	166	.....	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PS	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L 51	U	4	Pet	Tim 65706	W	F	8.5	45.5	A*	Shu 5550	Ros	.....	.....	7200
Duplex SAC	.....	166	.....	S 34x5	S 36x8	Bud BA6	6-4½x5½	40.8	L	FP	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L 55	A	7	Pet	Tim 65706	W	F	8.5	81.0	A*	Shu 5550	Ros	.....	.....	7400
Eagle 6-20	.....	153	.....	P 32x6	P 32x6	Her WXB	6-3¾x4½	33.7	L	PC	Opt	Per	Zen	V	A-L	A-L	D. B-L	Cov W4C	U	4	Pet	Tim 63720H	W	F	.....	.....	G	Tim 14703H	Ros	.....	.....	5500
Fageol 340	4750	182°	200	P 36x6	DP36x6	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	B‡	Tim 15300	Ros	172⅛	101⅝	7820
Fageol 365	4200	182	200	P 36x6	DP36x6	Wau KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65000H	W	...	7.75	41.46	B‡	Tim 15700H	Han	172⅛	101⅝	7250
Fageol 370	5200	182°	200	P 36x6	DP36x6	Wau SRL	6-4⅝x5½	43.3	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	B‡	Tim 15300	Ros	172⅛	101⅝	8080
Federal U6	.....	165	201	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	K. P.	Lon	Zen	V	D-R	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65706HP	W	F	6.8	64.60	G†	Own	Ros	119	81	6900
F.W.D.B.	4200	124°	156	S 36x6	S 36x6	Own A	4-4¾x5½	36.1	T	PC	Pie	MeC	Str	G	Eis	N-E	O-H-S	Cot DAF	A	3	Own	Own B	B	F	8.9	35.6	B	Own B	Ros	130	93	6460
Freeman DW	.....	144°	.....	P 36x7	DP36x7	Bud DW6	6-3¾x5	33.7	...	FP	Bud	Lon	Str	V	Bos-R	Bos-R	D. Ful	Ful HU16	U	8†	Cle	Own	I	F	8.53	155.4	E	Own	Woh	.....	.....	.....
*Garford 60Z	4480	175	.....	S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7100
Gen. Mot. T42-4001	1885	136°	175	P 32x6	P 38x9	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4485
Gen. Mot. T42-4002	1790	136°	175	P 32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4435
Gen. Mot. T60-5001	3215	140°	200	P 38x7	P44x10	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	5873
Gen. Mot. T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	6208
Gen. Mot. T60-5003	2800	140°	200	P 36x6	DP36x6	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	5873
Gotfredson W54	.....	163	194⅛	S 36x4	S 36x8	Bud EBUI	4-4¼x5½	28.9	L	PC	Pie	MeC	Zen	V	Bos-R	D-R	D. B-L	B-L 51	U	5	Spi	Tim 65000HP	W	F	7.75	46.19	G	Tim 15730H	Ros	.....	.....	5700
Gotfredson RB-56	.....	Opt.	.....	P 34x7	DP34x7	Own	6-4x4½	38.4	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L 51-5	U	5	Spi	Tim 56000	B	F	Opt	Opt	I	Tim 14703	Ros	.....	.....	.....
Gotfredson RW-56	.....	Opt.	.....	P 34x7	DP 34x7	Own	6-4x4½	38.4	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L 51-5	U	5	Spi	Tim 65001	W	F	Opt	Opt	I	Tim 14703	Ros	.....	.....	.....
†G-P 52-6	167	208	.....	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	5	M.M.	Tim 58000H	S	F	7.8	41.2	I	Tim 15733H	Ros	.....	.....	5300
†G-P 54-8	170	277	.....	B8.25/20	DB8.25/20	Lyc AEA	8-3⅝x4¾	.....	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	5	M.M.	Tim 58000H	S	F	7.8	41.2	I	Tim 15733H	Ros	.....	.....	5375
Gramm E-150	2795	150°	196	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W4C	U	4	Blo	Wis 6617	R	F	5.33	34.0	H*	Col 5500	Ros	127	74¼	5200
Gramm EY-190	3535	190	190	P 32x6	DP32x6	Con 20-R	6-4½x4¾	40.8	I	PC	Non	Per	Zen	O	A-L	A-L	D. Ful	Ful MGU-14	U	4	Blo	Wis 4657	R	F	4.00	26.0	H‡*	Eat 423	Ros	156	90	6750
Gramm 35	3595	153°	200	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	70.0	B*	Wis 30	Ros	138	83¾	7100
Gramm 38 low bed	3595	153°	200	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Wis 67317	R	F	6.9	33.1	B*	Shu 5550B	Ros	138	83¾	7100
Gramm-Bernstein 30	.....	150	168	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful G7	A	8	Own	Wis	W	F	7.75	63.7	B*	Shu	Ros	130	81¾	6560
Gramm-Bernstein B6X	.....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim	B	F	6.16	40.04	G	Tim	Ros	120½	73¾	4700
Gramm-Bernstein B6X	.....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim	W	F	6.5	42.25	G	Tim	Ros	120½	73¾	4750
Gramm-Bernstein C	.....	144°	166	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B	Shu 5550	Ros	128½	76⅛	5865
Gramm-Bernstein C6	.....	150°	201	S 36x4‡	DS36x4‡	Con 6B	6-3⅜x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.75	68.6	B*	Shu 5550	Ros	128½	77⅛	5920
Guilder H	3750	Opt	.....	S 36x5	DS36x5‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Tim 65000	W	F	7.75	42.0	...	Shu 5550	Ros	.....	.....	5600
Guilder H6	3850	172	184	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65000	W	F	Opt	Opt	B	Shu 5550		.....	.....	6150
Hahn 39H	.....	164	.....	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 56000H	B	F	.....	.....	I	Tim 14703 H	Ros	120	.....	5800
Hahn 39HL	.....	174	190	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 56000H	B	F	.....	.....	I	Tim 14703H	Ros	168	.....	6700
Hendrickson T.	3600	Opt	Opt	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	FP	MeC	Chi	Zen	G	Spl	Opt	D. Ful	Ful G7	A	4	Spi	Tim 65700D	W	F	Opt	Opt	A*	Tim 15300B	Ros	Opt	Opt	6350
Hug 40	.....	150°	195	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. Ful	Ful GOG	A	8	Blo	Cla B720	S	½	7.00	61.95	A	Shu 550	Ros	130	71	6100
Hug 41	.....	150°	195	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen.	V	A-L	D-R	D. B-L	B-L 51	U	5	Blo	Wis 6617	R	F	6.35	37.84	G	Shu 5572	Ros	130	71	6200
Hug 86	.....	127	127	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	78	57⅛	6410
Hug 486	.....	140	.....	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	81	61	6430
Indiana 126	.....	162°	198½	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	MeC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	½	8.5	80.7	B*	Shu 5550	Ros	138	83	7400
Indiana 626	.....	168°	204½	S 36x5	S 36x10	Wis H	6-4x5	38.5	H	FP	K.P.	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Sip	Tim 65700D	W	F	7.75	73.6	B*	Shu 5550	Ros	132	83	7625
†Indiana 627	.....	168¾°	216¾	P 32x6	P 38x9	Wis H	6-4x5	38.4	H	FP	K.P.	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	7.00	42.8	B*	Shu 5550	Ros	138	83	6500
Indiana 627W	.....	180¾	216¾	P 32x6	P 38x9	Her WXC	6-4x4½	38.4	L	PC	Han	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Wis 1228	R	F	7.9	42.3	B‡	Shu 5550	Ros	162	107	7000
*Indiana 628	.....	216¾	216¾	P 34x7	DP34x7	Wis H	6-4x5	38.4	H	FP	K.P.	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	6.28	42.8	B*	Shu 5550	Ros	162	107	7000
Indiana 127	.....	162°	198½	P 36x5	P 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55	U	5	Spi	Cla 720	S	½	8.00	42.8	A*	Shu 5550	Ros	138	83	6350
*Indiana 127AW	.....	150	150	P 34x7	DP34x7	Her K	4-4¼x5¾	28.9	L	PC	Pie	Lon	Str	V	Eis	A-L*	P. B&B	B-L 51	U	5	Spi	Wis 1228	R	F	7.00	41.72	B‡	Shu 5550	Ros	100	66	7000
*Indiana 627AW	.....	156	156	P 34x7	DP34x7	Wis H	6-4x5	38.4	I	FP	K.P.	Lon	Str	V	Eis	A-L*	P. B&B	B-L 51	U	5	Spi	Wis 1228	R	F	7.00	41.72	B‡	Shu 5550	Ros	100	66	7205
Kenworth J	3750	172	212	S 36x5	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Bud	Per	Zen	V	Bos-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65706DH	W	F	7.75	46.8	A*	Tim 15733	Ros	132	89	6300
Kenworth G	3450	172	212	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	Per	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 58000	B	½	6.25	33.4	A*	Tim 15733	Ros	132	87	5200
King Zeitler 60	.....	156°	.....	S 36x5‡	S 36x10	Con 18R	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700D	W	F	9.25	49.5	A*	Tim 15302	Ros	.....	.....	6200
King Zeitler 62A	.....	.....	.....	P 34x7	DP34x7	Con 18R	6-3¾x5	33.7	L	PC	Han	Chi	Zen	G	Bos-R	Bos-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 65700SP	W	F	7.75	73.6	B*	Tim 15302	Ros	.....	.....	6200
Kleiber Speed	4000	190	192½	P 34x7	DP34x7	Con L4	4-4½x5½	32.4	L	FP	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spi	Tim 65600	W	F	7.75	41.5	A	Tim 15302	Ros	170	106	6200
Kleiber	4100	163	.....	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700D	.....	.....	.....	.....	.....	Tim 1544B	Ros	.....	.....	.....
Kleiber Spec	4350	163	.....	S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700SP	.....	.....	.....	.....	.....	Tim 1544B	Ros	.....	.....	.....
*Lange M	.....	140°	222	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 60 Max	A	7	Spi	Wis 1402	R	F	10.08	95.7	B*	Tim 15300	Ros	102	69½	7450
*Lange H-1	.....	146	184½	P 34x7	DP34x7	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Wis 1402	W	F	9.33	48.7	B	Tim 15300	Ros	139½	85½	6850
Larrabee Deyo 60	.....	184	220	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Non	Per	Zen	...	D-R	D-R	D. B-L	B-L	U	4	Spi	Tim	W	F	Opt	Opt	E‡‡	Tim	Ros	156	92⅜	.....
Le Moon HB30	3950	182	182	P 36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim 65706DH	W	F	6.00	3 2.10	G	Tim 15733H	Ros	162	105	6000
Le Moon HB31	3750	182	182	S 36x5	S 36x10	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim 65706DH	W	F	7.25	3 8.78	G	Tim 15733H	Ros	162	105	6000
Le Moon H3V	5650	211	211	P 36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Wis 1261K	R	F	6.38	3 4.13	A	Tim 1560	Ros	198	125½	8000
Maccar 64	.....	177	220	S 36x5	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65702D	W	F	8.5	45.4	A‡	Tim 15302	Ros	151⅛	95⅛	7500
Maccar 66	.....	177	220	S 36x5	DS36x5	Bud BA	6-4⅛x5½	40.8	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65702D	W	F	8.5	45.4	A‡	Tim 15302	Ros	151⅛	95⅛	7500
Mack AB	3500	146½°	.....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.87	43.0*	B*	Own AB	Own	.....	.....	.....
Mack AB	3950	164½°	.....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B*	Own AB	Own	.....	.....	.....
Mack BJ	5900	168½°	.....	S 36x8	DP36x8	Own BK	6-4½x5½	48.6	L	PS	Non	Own	Str	V	N-E	N-E	P. Own	Own AL	A	4	Spi	Own AL	R	F	*4.25	22.4*	G*	Own AK	Own	.....	.....	.....
Master-Eagle 6-20	.....	142	.....	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Non	.....	.....	.....	A-L	A-L	D. B-L	B-L	U	4	Cle	Tim	W	F	.....	.....	I†	Tim	Ros	116	.....	5400

Moreland B-6	2200	158½		S 34x7	S 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 35	U	4	Cle	Tim 63721H	W	F	7.25	34.8	G†	Tim 14703H	Ros	132	78	4500
Noble 166		180		P 34x7	DP34x7	Bud BA6	6-4½x5½	40.8	L	PC	Pie	Chi	Str	V	A-L	A-L	D. Ful	Ful	A	4	Blo	Tim 65706DHP	W	F	6.00	27.8	G†	Tim 15733H	Ros	149	101	7200
Oneida C9		160		P 34x7	P 36x8	Wau CR	4-4⅜x5¾	30.6	L	PS	Non	Mod	Str		A-L	A-L	Ful	Ful GCL	A	4	Pet	Tim 65660	W	F	8.5		A	Shu 550	Ros			7200
Oneida CC9		160°		P 34x7	DP34x7	Wau 6XL	6-3½x4½	29.4	L	PS	Non	Per	Str	V	A-L	A-L	D. Ful	Ful GCL	A	4	Pet	Tim 65660	W	F	8.5		A	Shu 550	Ros			7200
Oshkosh M	3250	146	170	P 36x6	DP36x6	Her WXC	6-4x4½	38.4	L	PC	Her	Own	Zen	V	L-N	L-N	D. B-L	B-L	U	4	Blo	Wis 67317	R	F	7.75	42.4	A	Wis 21	Han	131¾	73	6550
*Oshkosh H	4350	146	165	S 36x8	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Her	Own	Str	V	Bos-R		D. B-L	B-L	U	4	Blo	Own H	R	F	8.94	47.8	B	Own H	Han	114½	83½	7800
*Oshkosh H6	4450	146	165	S 36x8	S 36x12	Her YXB	6-4x4¾	38.4	L	PC	Her	Own	Zen	V	Bos-R		D. B-L	B-L	U	4	Blo	Own H	R	F	8.94	47.8	B	Own H	Han	114½	83½	7900
Pierce-Arrow XB	3750	150	180	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A*	Own XB	Own	125 7/16	72 1/16	6280
Rehberger B		162	180	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K.P.	Bus	Zen	V	Eis	D-R	D- B-L	B-L 51	U	5	Blo	Own 60	R	F	7.88	5.85	G	Tim 15733H	Han	156	97½	7450
*Relay 60C	4480	175		P 36x6	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Own 60	R	F	7.88	5.85	G	Tim 15733H	Han	156	97½	7450
*Reo GA	2035	163		P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Seh	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	F	6.22	41.5	E†	Own	Han	127 3/32	78 1/16	4625
*Reo GC	2140	179		P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Seh	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	F	6.22	41.5	E†	Own	Han	127 3/32	78 1/16	4625
Reo GD	1985	134		P 32x6	DP32x6	Own	6-3⅜x5	27.3	L	PC	K.P.	Own	Seh	V	D-R	D-R	D. B-L	Own	U	4	Pet	Own	S	F	6.22	41.5	E†	Own	Han	127 3/32	78 1/16	4570
Republic H-I		163°		P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	B	F	5.5	35.75	G*	Eat	Han	147¾	84	5750
Republic L-1		180°		P 36x8	DP36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	48.75	G*	Eat	Han	165	101½	6900
Republic 25W		165°		S 36x5	S 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B*	Eat	Jac	144¾	89	5800
Republic 65		179°		P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	36.0	G*	Eat	Han	165	101½	6100
Sanford F		170		P 32x6	DP32x6	Con 16R			H	FP	Non	Fed	Str	V	D-R	D-R	D. B-L	B-L	U	4	Blo	Eat	B	½	6.87	37.8	H	Eat	Ros			4750
Sanford FL		160	185	P 32x6	DP32x6	Buda 16R	6-4x4½	38.4	L	FP	Con	Fed	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Blo	Eat 2002	B	½	6.87	37.8	H	Eat	Ros			4950
†Schacht 25	2295	160	199	P 32x6	DP32x6	Wau XK	6-3⅜x4½	33.7	L	PC			Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 56000H	B	F	6.17	33.01	G	Tim 14703-H	Ros	Opt.	Opt.	5600
*Selden Roadmaster 39C		164	190½	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 35	U	5		Tim	S	½	Opt	Opt	A‡	Tim	Ros	120	78½	5800
*Service 60Z	4480	175		S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7150
Sterling DW13-65XK		150	164	S 34x4	S 34x7	Wau 6XK	6-3⅜x4½	33.7	L	FP	Wau	Hex	Zen	V		L-N	D. B-L	B-L 51	U	5	Har	Wis 8317L	W	F	8.25	49.17	G	Shu 5429	Han	122¾	72¾	5500
Studebaker 88	2985	184		B7.50/20	B7.50/30	Own	8-3½x4⅜	39.2	L	PC	Non	Lon	Str	O	D-R	D-R	D. Lon	Ful	U	3	Spi	Eat	S	½	5.11	19.8	G*	Eat	Ros	144⅝	92⅝	4920
U. S. 30	3375	Opt	215	S 36x5	S 36x10	Bud DW	6-3⅜x5	33.7	L	PC	Bud	Own	Str	V	A-L	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65706D	W	½	8.5	45.5	B*	Shu 5550	Ros	149	95	6300
U. S. 31	3275	156°	179	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Bud	Own	Str	V	Spl	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65706D	W	½	8.5	45.5	B*	Shu 5550	Lav	160	101	6000
Valley	3495	145°		P 34x7	P 34x7	Her K	4-4¼x5¾	28.9	L	FP	Non	Chi			D-R	D-R	D. Ful	Ful	U	6		Wis	R		Opt	Opt		Shu				
Valley	3295	145°		P 38x7	P 38x7	Her K	4-4¼x5¾	28.9	L	FP	Non	Chi			D-R	D-R	D. Ful	Ful	U	4		Wis	R		Opt	Opt		Shu				5800
Victor 70	3495	162		P 34x7	P 40x8	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Ful	Ful MGU	U	4	U-M	Wis 8913	D	R	7.85	55.1	G†	Shu 5550	Ros			5800
Ward La France 2B		Opt	Opt	S 36x5	DS36x5	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Str	G	Bos-R	A-L	D.B-L	B-L-51	A	4	Spi	Tim 65001D	W	F	6.75	36.3	B‡	Shu 5550	Ros	Opt	Opt	7400
Ward La France 2B6		Opt	Opt	P 36x6	DP36x6	Wau KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Str	V	Bos-R	A-L	D.B-L	B-L-51	A	4	Spi	Tim 65001D	W	F	6.75	36.3	B‡	Shu 5550	Ros	Opt	Opt	7400
Ward La France 30R		Opt	Op	P 34x7	DP34x7	Wau KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Str	V	L-N	L-N	D.B-L	B-L-51	A	4	Spi	Tim 65001H	W	F	6.75	36.3	G†	Tim 15733H	Ros	Opt	Opt	7500
Whitcomb 6-wheeler		Opt	Opt	P 36x8	P 36x8	Wis Z	6-4½x5	48.6	I	FP	Non	Mod	Str	O	L-N	L-N	D. Ful	Ful	U	4	Own	Own	R	F	7.6	49.7	B*	Own	Own	148½	91½	7535
White 58	4400	180°	195	S 36x5‡	DS36x5‡	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	L-N‡	L-N‡	D. Own	Own 4B	U	4	Spi	Own	W	F	Opt	Opt	A*	Tim 15300	Ros	136⅜	79⅝	5700
Witt-Will 8S		168°	172	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spi	Tim 65700D	W	F	9.25	40.0	A*	Tim 15300	Ros			5850
Witt-Will S-L		Opt		S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spi	Tim 65700D	W	F	Opt	Opt	A*	Tim 15300	Ros			6500
Witt-Will R3		165		P 36x8	DP36x8	Con 18R	6-4x4½	38.4	H	PC			Per	Zen	V	D-R	D-R	D. B-L	B-L 51	U	5	U-M	Tim	S	F	*6.83	36.54	G†	Tim		Ros		6110
Woods 53	3700	185°		P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	5	U-M	Tim	S	F	7.8	Opt	F	Shu	Ros	144¼	88¼	6100
World D-115		168½		P 36x8	DP36x8	Lyc	8-3¼x4½	33.8	L	PC	Han	Mod	Zen	O	A-L	A-L	P. Lon	B-L	U	4	Spi	Tim											
3½ Ton																																					
American La France W		Opt	201¾	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B*	Own 2R		132	81 1/16	6600
Amer. La France W2R	4950	Opt.	201¾	S 36x5		Opt.	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B*	Own 2R		132	81 1/16	8100
*Autocar HS	4100	114	203	S 34x6	S 36x12	Own	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Lon	Own T	U†	4	Spi	Own J	R	F	8.72	55.28	B	Own J	Ros	135½	76	6900
*Autocar SHS	4400	114	203	S 34x6	S 36x12	Own	6-4⅜x4¾	45.9	L	PC	Han	Own	Str	G	Bos-R	L-N	P. Lon	Own T	U†	4	Spi	Own J	R	F	8.72	55.28	B	Own J	Ros	135½	76	7000
Autocar TAS	5350	187	213	P 36x8	DP36x8	Own	6-4⅜x4¾	45.9	L	PC	Han	Own	Str	V	Bos-R	L-N	P. Lon	Own T	U&A	8	Spi	Own J	R	F	7.24	81.70	B	Own J	Ros	175¼	104¾	7100
Biederman		180°	220	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	9.5	52.0	A*	Shu	Ros	164		7000
Chicago 35C		Opt	Opt	S 36x5	S 36x10	Wau CU	4-4⅜x5¾	30.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 55 Max	A	7	Spi	Tim 66702DH	W	F	10.33	98.1	B†	Tim 16302	Ros	Opt	Opt	8570
*Clinton 85-6		190	Opt	P 34x7	DP34x7	Bud BUS	6-4x5½	38.4	L	FP	Non	Per	Str	V	Spl	D-R	B-L	B-L 55	A	4	Blo	Tim 65706HP	W	F	7.75	73.6	B*	Tim 15302	Ros	Opt	Opt	5975
Clydesdale 4		177°		S 36x6	DS40x6	Con B5	4-4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A		Spi	Tim 6666	W	F	10.3	98.16	A*	im 16300	Ros			7500
Clydesdale 4X		177°		S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A*	im 16300	Ros			7300
Coleman D40X		130	184	P 40x8	P 40x8	Bud BA	6-4½x5⅛	40.8	L	FP	Bud	R-T	Zen	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spi	Wis	R	F	8.33	159.0	E	Wis	Ros	144	89	9100
Commerce 70Z	5250	175		S 36x6	S 36x12⅝	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	D. Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8200
Concord JLX-6		202¼	222¼	P 34x7	DP34x7	Bud BA6	6-4¼x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	4	Blo	Tim 65706D	W	F	6.1	32.6	B‡	Tim 15300	Ros	Opt	Opt	7000
Diamond T700		172	202	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	Cov	A	4	Spi	Tim	W	F	10.3	52.2	B†‡	Tim	Ros			8100
Dixon	4500	160		S 36x6	S 36x10	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	U	4	Spi	Tim 6666	W	F	8.75	45.0	A	Shu 610	Ros			6600
Double Drive		Opt.	Opt.	S 36x7‡	S 36x8‡	Her K	4-4¼x5¾	28.9	L	PC	Pie	Chi	Zen	V	Spl	N-E	B&B	Cot RU	A&U	8	Own	Own D2	R	F	6.92	80.96	B	Own D1	Ros			
Duplex EF		130		S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PS	Non	Lon	Zen	V	Eis	A-L	D. B-L	B-L	U	8	Pet	Own	I		8.00	86.0	A*	Own	Woh			6500
Federal UL7		163	199	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	FP	Pie	Lon	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65706DP	W	F	8.5	80.75	B*	Own	Gem	126	85¾	6550
F.W.D. U-6	4575	148		S 36x6	S 36x6	Wau	6-4x4¾	38.4	L	PC	Wau	Per	Zen	V	Eis	Non	O. H-S	Own	A	5	Blo	Own U	B	F	8.9	88.6	B	Own U	Ros	132	93	7200
Garford 70Z	5250	175		S 36x6	S 36x12	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8200
Gen. Mot. T60-5001	3215	140°	200	P 38x7	P 44x10	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	5873
Gen. Mot. T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	6208
Gotfredson W64A		160	180	S 36x5	S 36x10	Bud YBUI	4-4½x6	32.4	L	PC	Pie	MeC	Zen	V	Bos-R	D-R	D. B-L	B-L 55 Max	A	7	Spi	Tim 65706DP	W	F	9.33	88.64	G	Tim 15730H	Ros		6500	
Gotfredson RW-66A		Opt.		P 36x8	DP36x8	Own	6-4⅜x4¾	45.9	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L 55-7	A	7	Spi	Tim 65706	W	F	Opt	Opt	I	Tim 15733	Ros			
†G-P 82-4		161	Opt	P 40x8	DP40x8	Wau DP	4-4½x6½	32.4	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 60	A	7	M.M.	Tim 66702	W	F	8.25		I	Tim 16700	Ros			8200
†G-P 82-6		164	Opt	P 36x8	DP36x8	Wau SRL	6-4⅜x4¾	45.9	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 60	A	7	M.M.	Tim 66702	W	F	8.25	41.2	I	Tim 16700	Ros			8200
†G-P 57-SW		Opt.	Opt.	P 36x6	DP36x6	Wau Ku	6-4¼x4¾	43.3	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 55	A	7	M.M.	Tim SW-100	W	F			I	Tim 15300	Ros			7800
Gramm-Bernstein 30		150	168	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful G7	A	8	Own	Wis	W	F	7.75	63.7	B*	Shu	Ros	130	81¼	6560
Hahn 47HB		151		P 34x7	DP34x7	Cont 18R	6-4x4½	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	V	4	Blo	Tim 5800H	B	F			I	Tim 15733H	Ros	110		6900
Hahn 47HBL		164	184	P 34x7	DP34x7	Con 18R16	6-4x4½	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 58000H	B	F			I	Tim 15733H	Ros	168		7100
Harvey WHC	4250	155	185	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	MeC	Own	Str	G	Eis	Non	D. B-L	B-L 60	A	7	Spi	Tim 66700D	W	F	10.3	84.5	A*	Tim 16300	Ros	117¼	80¾	8950
Hug 87		120		P 38x7	DP38x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	Eis	D-R	B-L	B-L 51	U	5	Blo	Wis 1227	R	F	8.64	51.50	A	Shu 5550	Ros	96⅞	64½	6550
Hug 90		127 °	127	P 38x7	DP38x7	Bud DW-6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 55	A	7	Blo	Wis 1255K	R	F	8.9	85.12	A	Shu 610	Ros	78	57⅛	
Indiana 136		162½	198½	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Pie	MeC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	F	8.5	80.7	B*	Shu 5550	Ros	138	83	7400
Indiana 636		168½	204½	S 36x5	S 36x12	Wis H	6-4x5	38.4	H	FP	K.P.	MeC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	F	7.75	73.6	B*	Shu 5550	Ros	132	83	7625
Int. Harvester HS74		160°	235	S 36x6‡	S 40x12‡	Ha S 152	4-4¾x5½	36.1	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Eat 74	R	F	7.85	70.49	E*	Eat 74F	Own	120	81⅞	9690
Int. Harvester HS74C		160°	235	S 36x6‡	S 40x12	Ha S 152	4-4¾x5½	36.1	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	8.81	79.11	E*	Eat 74F	Own	120	81⅞	10290
King Zeitler 75		156°		S 36x6‡	S 40x12‡	Con 20R	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	A-L‡	D. B-L	B-L 55 Max	A	4	Spi	Tim 66600	W	F	10.3	55.2	A*	Tim 16302	Ros			7800
Kleiber	4800	170		S 36x5‡	DS36x6‡	Con B5	4-4¾x6	36.0	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Ros			7600
Larrabee 70		195	205	P 34x7	DP 34x7	Cpn 20R	6-4¼x4¾	40.9	H	PC	Non	Per	Zen	G	D-R	D-R	D. BL-	B-L	A	7	Spi	Tim	W	F	Opt	Opt	E†‡	Tim	Ros	168	104⅛	8900
Le Moon H40	4350	184	184	S 36x6	S 36x12	Wau 6KU	6-4¼x4¾	43.3		FP	Wau	Chi	Str	G	A-L	A-L'	D. B-L	B-L 55	A	4	Spi	Tim 66700D	W	F	8.75	46.81	A	Tim 16300	Ros	162	105	8000
Luedinghaus		160°	186	S 36x6	S 40x12	Wau DU	4-4¼x6¼	32.4	L	PC	Wau	Own	Zen	G	Eis	A-L	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.00		A*	Shu 610	Ros	144	90	7760
Mack AC	4950	168°		S 36x5	DS40x5	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*7.54	48.4*	D *	Own AC	Own			

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Maximum Wheelbase furnished	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
3½ Ton—Cont'd																																	
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	A	4	Spi	Own AK	R	F	*6.91	45.3*	G‡	Own AK	Own	.....	.....	.....
Mack AK	5150	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	J	4	Spi	Own AK	C	D	Opt	Opt	F‡	Own AK	Own	.....	.....	.....
Moreland E6	3600	182	.....	P34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 51	U	4	Cle	Tim 65000H	W	F	6.5	34.8	G‡	Tim 15733H	Ros	156	99	6000
Oneida D-9	.....	170	.....	P 38x7	DP38x7	Wau DU	4-4½x6¼	32.4	L	PS	Non	Mod	Str	...	Apo	A-L	B-L	B-L 60	A	4	Pet	Tim 6660	W	F	8.75	.....	A	Con 1803	Ros	.....	.....	7885
Oshkosh S	3950	159	.....	S 36x8	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Wis 1517K	R	F	10.08	95.7	A	Shu 615	Han	109¼	79¼	8400
Oshkosh S6	4275	159	.....	S 36x8	S 36x12	Her YXC	6-4¾x4¾	45.9	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Wis 1517K	R	F	10.08	95.7	A	Shu 615	Han	109¼	79¼	8500
*Oshkosh HX	4750	146	165	S 36x8	S 36x12	Her YXC	6-4¾x4¾	45.9	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Own HX	R	F	8.94	84.9	B	Own HX	Han	114½	83½	8100
Pierce-Arrow HB	4500	156°	198	S 36x5	DS36x6	Own	4-4x5½	25.5	T	FP	Own	G&O	Str	P	D-R	D-R	D. Own	B-L 55	A	7	Spi	Own	W	F	7.8	.....	B	Tim	Own	131 7/8	76 11/16	7800
Relay 70C	5250	175	.....	P 36x6	S 40x12	Bud BA6	6-4½x5½	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	P. B&B	Cov SHO	A	8	Blo	Own 74	R	F	9.95	84.18	A	Tim 16302	Ros	144	94½	8600
*Republic L-1	.....	180°	.....	P 36x8	DP36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	48.75	G*	Eat	Han	165	101½	6900
*Republic M-1	.....	171°	.....	P 36x8	DP36x8	Wau 6KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	A-L	A-L	D. B-L	B-L	U	5	U-M	Eat	R	F	8.85	53.00	B*	Shu	Han	139	89½	6900
Republic S25W	.....	165°	.....	S 36x5	S 36x12	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	8.85	42.48	B*	Eat	Jac	144¾	89	6100
*Selden Roadmast. 47CB	.....	151	184	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L	U	4	Blo	Tim	S	F	7.8	.....	G	Tim	Ros	132	84	6700
Service 70Z	5250	175	.....	S 36x6	S 36x12	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8200
Standard 3½-5 K	.....	160°	172	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A*	D. B-L	B-L 55	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Ros	144	93¾	7465
Standard 3½-5KS	.....	160°	172	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Ros	144	93¾	7519
Sterling DW15-64XK	.....	163	177	S 36x4	S 36x8	Wau 6XK	6-3⅞x4½	33.7	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 51	U	4	Har	Tim 65000H	W	F	8.5	45.47	G	Tim 15733H	Ros	149¾	85¾	5775
Stewart 19X	3690	165	235	S 36x5	S 36x10	Lyc TS	6-3⅞x5	36.2	L	PS	Han	Mod	Str	V	D-R	D-R	D. Ful	Ful	U	12	Spi	Tim	W	F	7.25	127.0	E*	Sal	Ros	136¼	79½	6990
Studebaker 99	3485	184	.....	B7.50/20	B7.50/20	Own	8-3½x4¾	39.2	L	PC	Non	Lon	Str	O	D-R	D-R	D. Lon	Ful	U	4	Spi	Eat	S	½	5.11	24.6	G*	Eat	Ros	144⅝	92⅝	5400
United 70	.....	158⅞	.....	S 36x5	S 36x5	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Str	G	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Ros	131⅝	85½	6200
United 70C6	.....	158⅞	.....	S 36x5	S 36x5	Con 8T	6-4½x5¼	40.8	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Ros	130¼	84⅛	6400
Victor 75	3895	162	.....	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Ful	Ful MGU	U	4	U-M	Wis 891	D	R	7.85	55.1	G†	Shu 5550	Ros	.....	.....	6200
Walter FK	6100	Opt	118	P 40x8	P 40x8	Own 6	6-4¼x4¾	43.4	L	PC	Own	Own	Str	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	108	78	7500
Ward La France 4B	.....	Opt	Opt	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	G	Bos R	A-L	D-BL	BL-55	A	4	Spi	Tim 65706D	W	F	9.3	49.8	B‡	Shu 5550	Ros	Opt	Opt	8100
Ward La France 4E-6	.....	Opt	Opt	P 38x7	DP38x7	Wa KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Str	V	Bos R	A-L	D-BL	BL-55	A	7	Spi	Tim 65706D	W	F	9.3	88.6	B‡	Shu 5550	Ros	Opt	Opt	8300
Ward La France 35R	.....	Opt	Opt	P 36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Str	V	L-N	L-N	D-BL	BL-55	A	4	Spi	Tim 65706H	W	F	7.25	38.8	G†	‡ Tim 15733H	Ros	Opt	Opt	8500
White 55	4650	174°	215	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	10.1	66.1	B*	Own	Own	167⅝	107⅛	8402
Witt-Will L	.....	156°	192	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700D	W	F	Opt	.....	A*	Tim 15300	Ros	139	85	7750
Witt-Will R35	.....	Opt	.....	P 38x9	DP38x9	Con 20R	6-4½x4¾	40.8	H	PC	.....	Per	Zen	V	D-R	D-R	D. B-L	B-L 51	U	5	Spi	Tim 66702	W	F	9.1	40.53	G†	Tim 16733	Ros	.....	.....	7000
Woods 61	4250	146°	.....	P 34x7	DP34x7	Her G	4-4¾x5¾	36.1	L	PC	Pie	Chi	Zen	V	Eis	A-L	D. B-L	B-L	A	7	Blo	Tim	W	F	*7.75	74.62	A	Tim	.....	Ros	.....	6700
4 Ton																																	
Acorn 70	4250	162	.....	S 36x6	S 40x12	Bud YBU-1	4-4½x6	32.4	L	PC	McC	Chi	Str	G	Bos-R	.....	D. Ful	B-L 60	U	8	Pet	Tim 66600	W	F	Opt	Opt	A	Tim 1632	Ros	.....	.....	8500
American La France W	.....	Opt	201¼	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B*	Own 2R	.....	132	81 1/16	6600
Armleder 70-6	.....	156	186	S 36x6	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Ros	138	87¾	7600
Armleder 70	.....	156°	186	S 36x6	S 36x12	Bud YBU-1	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Ros	138	87¾	7500
Atterbury 22D	.....	174°	198	S 36x5	DS36x6	Con L4	4-4½x5½	32.4	L	FP	Pie	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L 55 Max	A	7	Spi	Tim	W	F	10.3	83.1	A*	Tim	Gem	142¾	93¼	8000
Atterbury 29C6	.....	186	220	P 36x8	DP36x8	Con 20R	6-4½x4¾	40.8	H	PC	Han	You	Zen	V	D-R	A-L	D. B-L	B-L	U	4	Spi	Tim 65706D	W	F	7.25	38.79	B	Tim 15302	Gem	169½	103½	7970
*Brockway R	.....	164°	191¼	S 36x5‡	S 36x12‡	Con L4	4-4½x5½	32.4	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 55	A	4	Spi	Tim 66702D	W	F	8.75	46.8	B‡	Tim 16300	Ros	177¼	102¾	7890
*Brockway RT	.....	175 5/8°	200¾	S 36x5‡	S 36x12‡	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 60	A	4	Spi	Tim 66702D	W	F	7.80	41.6	B‡	Tim 16300	Ros	176	104⅜	8100
Chicago 40C	.....	Opt	Opt	S 36x6	S 36x12	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 66702D H	W	F	10.33	97.1	B‡	Tim 16302	Ros	Opt	Opt	10175
Clinton 90	.....	190	Opt	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Bud	Own	Zen	V	Spi	D-R	D. B-L	B-L 55	A	4	Blo	Tim 66600	W	F	8.75	46.8	A*	Tim 16302	Ros	Opt	Opt	8000
Clinton 90M	.....	190	Opt	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Bud	Own	Zen	V	Spi	D-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 66600	W	F	8.75	83.1	A*	Tim 16302	Ros	Opt	Opt	8050
Commerce 80Z	5330	175	.....	S 36x6	S 36x14	Bud BA6	6-4½x5½	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8400
Corbitt 86	.....	178	230	P 36x8	DP36x8	Con 20R	6-4½x4¾	40.8	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 55	A	7	Spi	Tim 66706D	W	F	Opt	Opt	A‡	Tim 16300	Ros	Opt	Opt	8140
Corbitt 84	.....	178	230	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 55	A	7	Spi	Tim 66706D	W	F	Opt	Opt	A‡	Tim 16300	Ros	164	108	8140
*Day-Elder KF	5000	162	202	S 36x5	S 36x12	Con 21R	6-4⅝x4¾	45.9	L	FP	Con	Bus	Zen	V	D-R	D-R	D. B-L	B-L 60	A	4	Spi	Tim 66702DH	W	F	10.33	55.26	G	Tim 16302	Ros	132	78	9500
Denby 27	.....	170	.....	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	PC	Han	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	10.00	49.9	...	Tim	Ros	.....	.....	7020
Diamond T800 6-wheel	.....	185°	215⅝	P 36x8	P 36x8	Her YXC	6-4⅝x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	B-L	A	7	Spi	Tim	W	...	6.25	59.4	‡†	Tim	Ros	.....	.....	8290
Eagle 6-30	.....	160	.....	P 34x7	P 34x7	Her WXC	6-4x4½	38.4	L	PC	Opt...	Per	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Pet	Tim 65000H	U	F	.....	.....	G	Tim 15733H	Ros	.....	.....	7000
Fageol 445	5650	183½°	216½	P 36x6	DP36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	101⅞	9300
Fageol 485	6400	184¼°	217¼	P 36x6	DP36x6	Wau A-B	6-4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	95¾	9800
Fageol 470	5750	183½	216½	P 36x6	DP 36x6	Wau SRL	4-4⅝x5⅛	45.94	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	101⅞	9525
Federal 4C6-A	.....	192	231	P 36x8	DP36x8	Con 20R	6-4½x4¾	40.8	H	PC	Con	Lon	Zen	V	D-R	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66704HP	W	F	7.8	74.10	6†‡	Own	Ros	180	106¾	7850
Garford 80Z	5330	175	.....	S 36x6	S 36x14	Bud BA6	6-4½x5½	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8400
Gen. Mot. T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706-N	W	F	7.25	44.81	G*	Eat 526-F	Jac	100	59	6208
Gotfredson W84A	.....	160	180	S 36x6	DS40x7	Bud YBU1	4-4½x6	32.4	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 66700SP	W	F	10.33	98.13	B	Tim 16302	Ros	.....	.....	8400
Gramm GY-210	4345	210°	210	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	45.9	I	PC	Non	Per	Zen	O	A-L	A-L	D. Ful	Ful MGU-14	U	4	Blo	Wis 6647	R	F	4.3	27.95	H*‡	Eat 423	Ros	176 7/16	119 1/16	7200
Gramm 45	3995	153°	200	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	79.0	B*	Wis 30	Ros	138	83¾	7600
Gramm 48 low bed	3995	156°	200	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Wis 1250	R	F	7.12	34.2	B*	Shu 5550B	Ros	138	83¾	7600
Gramm-Bernstein 40	.....	156°	176	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis	W	F	9.00	96.3	B*	Shu 610	Ros	144	87¾	8360
Guilder J	4650	Opt	.....	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	V	Eis	Non	D. B-L	B-L 55	A	4	Spi	Wis 1251K	R	F	7.50	54.0	A*	Shu 610	Ros	.....	.....	7500
Guilder J-6	4250	172	184	P 36x8	DP36x8	Her WXC	6-4x4½	38.4	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65706	W	F	Opt	Opt	B	Shu 5550	Ros	.....	.....	6600
Hahn 47HD	.....	151	.....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis. 8817	R	F	.....	.....	I	Tim 57334H	Ros	110	.....	7500
Hahn 47HDL	.....	164	184	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 8817	R	F	.....	.....	I	Tim 15733H	Ros	168	.....	7700
Hendrickson U 4	4300	Opt	Opt	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	FP	Pha	Chi	Zen	G	Spi	.....	D. B-L	B-L 60 Max	A	7	Spi	Tim 66700D	W	F	Opt	Opt	A*	Tim 16300B	Ros	Opt	Opt	7620

*Indiana 138	...	163¾°	199¾	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 60	A	7	Spi	Tim 66700	W F	8.75	83.1	B*	Shu 5550	Ros	132	84¼	7800
*Indiana 638	...	169¾°	205¾	S 36x5	S 36x12	Wis H	6-4x5	38.4	H	FP	K.P.	McC	Str	V	Eis	A-L†	P. B&B	B-L 60 Max	A	7	Spi	Tim 66700	W F	8.75	83.1	B*	Shu 5550	Ros	132	84¼	8100
Kenworth N	4395	170	200	S 36x6‡	S 40x12	Bud YBU	4-4½x6	32.4	L	PC	Bud	Per	Zen	V	Bos-R	D-R	D. B-L	B-L 60	A	4	Spi	Tim 66702D	W F	8.75	53.3	A*	Tim 16302	Ros	126	93	8800
Kissel Heavy Duty	...	168	...	S 36x5‡	S 36x12‡	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful H	A	4	Spi	Tim 16302	W ½	11.7	73.6	A*	Tim 66700	Ros	...	...	7600
Kleiber	5000	202	...	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	40.8		PC	...	Fed	Str	V	Bos-R	...	D. B-L	B-L	A	7	Spl	Tim 65700SP	W F	Opt	...	A*	Tim 15302	Ros	...	...	7500
*Lange F6	...	148	188	P 40x8	DP40x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 55	A	4	Spi	Tim 66700	W F	10.33	56.0	B	Tim 16300	Ros	154½	99½	8600
Le Moon H46	...	184	192	P 36x8	P 36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	5	Opt	Tim 6370H	W F	6.25	46.31	G	Tim 16302	Ros	162	105	...
Maccar 84	...	177	209¼	S 36x6	DS36x6	Bud YBUI	4-4½x6	32.4	...	PC	Pie	Bus	Str	V	Bos-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 66702D	W F	9.66	51.7	...	Tim 16302	Ros	148	92½	8200
Maccar 86	...	177	209¼	S 36x6	DS36x6	Bud BA-6	6-4⅛x5⅛	40.8	...	PC	Pie	Bus	Str	V	Bos-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 66702D	W F	9.66	51.7	...	Tim 16302	Ros	...	...	8400
Mack BJ	5800	168½°	...	S 36x8	DS36x8	Own BK	6-4½x5½	48.6	L	PS	Non	Own	Str	V	N-E	N-E	P. Own	Own AL	A	4	Spi	Own AL	R F	4.25*	22.4*	G*	Own AK	Own	...	...	...
Master-Eagle 6-30	...	154	...	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Non				A-L	A-L	D. B-L	B-L	U	4	Cle	Tim	W F	...	...	I†‡	Tim	Ros	135	...	6000
†Oshkosk HXC	5075	146	...	S 36x8	S 36x12	Her YXC	6-4⅜x4¾	45.9	L	PC	...	Own	Str	V	Bos-R	...	D. B-L	B-L	A	7	Blo	Own	R F	9.6	91.2	B	Own FHX	Han	114½	83½	8600
Pierce-Arrow WC	5100	162	180	S 36x5‡	DS36x6	Own WC	4-4½x6¾	32.4	I	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own WC	A	4	Spi	Own WC	W ½	8.00	41.5	B*	Own WC	Own	133¼	78¾	8490
Rehberger C	...	174	192	S 36x6	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	K.P.	Bus	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spi	Tim 6666	W F	8.75	46.8	A*	Tim 16302	Ros	157¾	102	7940
Relay 80C	5330	175	...	P 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	P. B&B	Cov SHO	A	8	Blo	Own 74	R F	9.95	84.18	A	Tim 16302	Ros	144	94½	8800
Republic M1	...	171°	...	P 36x8	DP36x8	Wau 6KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	A-L	A-L	D. B-L	B-L	U	5	U-M	Eat	R F	8.85	53.0	B*	Shu	Han	139	89½	6600
Sanford O	...	159	188	P 34x7	DP34x7	Con 18R	6-3¾x5	...	L	FP	Con	Fed	Str	V	D-R	D-R	D. B-L	B-L	U	4	...	Eat	R F	8.85	...	G	Eat	Ros	...	...	6640
†Schacht 30	2975	174	199	P 34x7	DP34x7	Wau	6-4x4½	38.4	L	PC	...	...	Zen	...	A-L	A-L	D. Ful	Ful MGU	U	4	Spi	Wis 8817AL	R F	7.14	46.41	G	Shu 5572	Ros	Opt.	Opt.	6500
*Selden 47CD	...	151	184	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	L	FP	Non	Own	Str	V	D-R	...	D. B-L	B-L	A	5	Spi	Wis	R ...	...	...	A*	Tim	Ros	108	71	7500
Service 80Z	5330	175	...	S 36x6	S 36x14	Bud BA6	6-4⅛x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60	A	7	Blo	Tim 66700DP	W F	10.33	98.2	B	Tim 16302	Ros	144	94½	8400
Sterling DW18-64KS	...	166	180	S 36x5	S 36x10	Wau 6KS	6-4x4¾	38.4	L	FP	Wau	Hex	Zen	V	...	L-N	D. B-L	B-L 55	U	4	Har	Tim 65704	W F	8.5	45.47	A	Tim 15300	Ros	147	86	6850
Stewart 22X	4200	165	235	S 36x5	S 36x12	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	A	12	Spi	Tim	W F	10.5	151.6	A	Sal	Ros	136¼	79½	7990
United 40D	...	124¼	...	P 34x7	DP34x7	Her OX	4-4x5	25.6	L	FP	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R F	7.75	41.46	A*	Shu 510	Ros	70⅜	54½	5100
U. S. 40	4050	168°	185	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Bud	Own	Str	V	Spl	A-L	D. B-L	B-L 55	A	4	Blo	Tim 66700D	W F	10.3	54.8	B‡	Tim 16300	Lav	156	104	7900
Valley	3495	145°	...	P 36x7	P 36x7	Her K	4-4½x5¾	32.4	L	PC	Non	Chi	...	...	D-R	D-R	D. Ful	Ful	U	4	...	Wis	R ...	Opt	Opt	...	Shu	Ros	...	...	...
Ward La France 4D6	...	Opt	Opt	P 36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	L	FP	Wau	Own	Str	G	Bos-R	A-L	D. B-L	B-L 60	A	7	Spi	Tim 66702D	W F	10.3	97.8	B‡	Tim 16302	Ros	Opt	Opt	9700
Woods 90	4810	210°	...	P 36x8	DP36x8	Her YXC2	6-4½x4¾	48.6	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	A	7	Blo	Tim	W F	*7.75	74.62	G*	Tim	Ros	...	...	8240
Witt-Will A4	...	172°	192	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	Pie	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 66700D	W F	10.2	53.3	A*	Tim 16300	Ros	139	89	9200
Witt-Will R35	...	...	...	...	...	Con R20	6-4⅛x4¾	40.8	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	7	Spi	Tim 66702	W F	...	...	G†	Tim 16700	Ros	...	...	...

4½ Ton

Acme 90L	...	192	...	S 36x5	S 40x12	Con B7	4-5x6	40.0	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 60	A	7	Blo	Tim 66600	W F	8.75	83.5	A	Tim 16300	Ros	168⅝	105⅞	8400
American La France S	5200	Opt	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	G&O	Zen	V	Bos-A	L-N	Own 5R	Own 5R	A	4	Own	Own 5R	W F	10.0	54.4	B*	Own 3R	Ros	Opt	Opt	8900
Gen. Motors T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W F	7.25	44.81	G*	Eat 526F	Jac	100	59	6208
Republic 30W	...	170°	...	S 36x5	S 36x12	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U.M	Eat	I D	10.2	49.2	B	Shu	Han	145¾	90	6700
Sterling DC 19-64XK	...	163	177	S 36x5	S 36x10	Wau 6xK	6-3¾x4½	33.7	L	FP	Wau	Hex	Zen	V	...	L-N	D. B-L	B-L 51	U	4	Har	Own	C D	...	57.78	D	Tim 15300	Ros	149¾	85¾	6500

5 Ton

Acorn 100	4800	160	...	S 36x6	S 40x14	Bud YBUI	4-4½x6	32.4	L	PC	McC	Chi	Str	G	Bos-R	...	D. Ful	B-L 60	U	8	Pet	Tim 67700	W F	Opt	Opt	A	Tim 1632	Ros	...	...	9000
Amer. La France V	5500	Opt	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W F	10.0	54.4	B*	Own 5R	...	Opt	Opt	9600
Am. La France Big Ch.	6500	226	196	P 40x8	DP40x8	Bud GL6	6-4½x6	48.6	L	FP	Bud	G&O	Str	V	D-R	D-R	P. B-L	Own	A	4	Own	Own 16R	R F	6.13	33.0	A	Own 16R	Own	209	139	11000
Atterbury 24E	...	174°	204	S 36x6	DS40x7	Con B7	4-5x6	40.0	L	FP	Pie	Fed	Zen	V	A-L	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim	W F	11.6	110.7	A*	Tim	Gem	159¾	89¼	10225
Autocar SCM	5000	162	213	S 34x7	S 36x14	Own	6-4½x4¾	48.6	L	PC	Han	Own	Str	V	Bos-R	L-N	P. Lon	Own B	A†	4	Spi	Own M	R F	9.89	72.1	B	Own CL	Ros	140	81	8600
Biederman	...	180°	200	S 36x7	S 36x14	Con 7T	6-4¼x6	43.3	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 60	U	7	Spi	Tim	W F	11.5	60.6	A*	Shu	Ros	164	...	9200
*Brockway T	...	178°	208¼	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700S	W F	10.0	95.0	B‡	Tim 17300	Ros	188	108½	10500
Clinton 120L	...	204	Opt	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	L	PC	Bud	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60	A	4	Blo	Tim 68702DHP	W F	8.80	47.1	A†	Tim 17300	Ros	Opt	Opt	9550
Clinton 120LM	...	204	Opt	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	L	FP	Bud	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 68702DHP	W F	8.80	83.6	A†	Tim 17300	Ros	Opt	Opt	9650
Clydesdale 2	...	176°	...	S 36x7	DS40x7	Con B7	4-5x6	40.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W F	11.6	110.8	A*	Tim 17300	Ros	...	...	9750
Coleman X-100	...	144	184	P 42x9	P 42x9	Bud BA6	6-4⅛x5⅛	40.8	L	FP	Bud	R-T	Zen	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spi	Wis 122	R F	8.54	140.3	E	Wis 122F	Ros	168	105	10200
Coleman X100F	...	144	184	P 42x9	P 42x9	Bud GL	6-4½x6	48.6	L	FP	Bud	Per	Str	V	D-R	D-R	D. Ful	Ful HU16	U	8	Spi	Wis 122	R F	8.54	175.0	E	Wis 122F	Ros	168	105	10300
†Commerce 100ZA	5830	175	184	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	-Own	B-L 60 Max	A	7	Blo	Tim 68700DF	W F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
Corbitt 70	...	178	230	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	FP	Sim	Per	Zen	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700-D	W F	10.0	95.0	A‡	Tim 17300	Ros	164	108	9410
Denby 210	...	170	...	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	...	Lon	Zen	G	Eis	...	D. Ful	Ful HU	A	4	U-P	Cla	... D	12.5	62.7	...	Tim	Ros	...	...	8590
Diamond T 1000	...	170½°	200½	S 36x6	S 40x12	Her YXC2	6-4½x4¾	48.6	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	B-L	A	4	Spi	Tim	W F	...	...	B†‡	Tim	Ros	...	...	10000
Dixon	4800	160	...	S 36x5	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	A	8	Spi	Tim 6666	W F	8.75	137.0	A	Shu 610	Ros	...	...	8100
Douglas Six Wheeler	...	210	...	P 38x9	P 38x9	Bud GL6	6-4½x6	48.6	L	PC	Bud	Own	Zen	V	L-N	L-N	D. Ful	Ful HOG	A	8	Blo	Wis 7500	W F	6.25	58.5	A‡	Shu 615	Ros	240	140	10000
Douglas	...	185	...	S 36x6	S 40x12	Bud BBU	4-5x6½	40.0	L	PC	Non	Own	Zen	V	L-N	L-N	D. Ful	Ful HU	U	4	Blo	Wis 1458	R F	9.12	57.5	A‡	Shu 615	Ros	216	130	9200
Duplex M 5-7	...	Opt	...	P 34x7	DS36x7	Bud GL6	6-4½x6	48.6	L	FP	...	Mod	Str	V	A-L	A-L	D. B-L	B-L 70	...	7	Pet	Tim 68700	W F	Opt	Opt	A*	Shu	Ros	...	...	10000
Eagle 6-40	...	160	...	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Opt	Per	Zen	V	A-L	A-L	D. B-L	B-L 60	A	7	Pet	Tim 65706DH	W F	...	...	G	Tim 15733H	Ros	...	...	8000
F.W.D. MF6	5000	148	...	S 36x8	S 36x10	Wau	6-4¼x4¾	43.3	L	PC	Wau	Per	Zen	V	Eis	Non	O. H-S	Own	A	5	Blo	Own M	B F	8.9	88.6	B	Own M	Ros	132	93	7775
Freeman BA	...	144°	...	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	48.6	...	FP	Bud	Lon	Str	V	Bos-R	Bos-R	D. Ful	Ful HU16	U	8†	Cle	Own	I F	8.53	15.54	E	Own	Woh	...	...	...
†Garford 100ZA	5380	175	...	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	-Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
*Gen. Mot. T60S-6101	3960	140¾°	200¾	P 38x7	DP38x9	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 66704N	W F	10.33	63.80	G*	Eat 526F	Jac	100	59¾	6703
*Gen. Mot. T60S-6102	3695	140¾°	200¾	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 66704N	W F	10.33	63.80	G*	Eat 526F	Jac	100	59¾	6673
Gen. Mot. K102-6001	4250	160°	184	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Zen	V	Eis	D-R	D. Own	Mun	A	7	Own	Tim 67600	W F	10.0	86.3	A‡	Tim 1732	Jac	144	87⅝	9245
Gotfredson RW-86A	...	Opt	...	P 38x9	DP38x9	Own	6-4½x4¾	48.6	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L	A	7	Spi	Tim 66702	W F	Opt	Opt	I	16300	Ros	...	...	...
†G-P 92-4	...	168	Opt.	P 40x8	DP42x9	Wau ER	4-5x6¼	40.0	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 70	A	7	M.M.	Tim 68700	W F	8.73	...	B	Tim 17300	Ros	...	...	9600
†G-P 92-6	...	168	Opt.	P 36x8	DP38x9	Wau 6AB	6-4½x5¾	48.6	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 70	A	7	M.M.	Tim 68700	W F	8.73	41.2	B	Tim 17300	Ros	...	...	9600
†G-P 82-SW	...	Opt.	Opt.	P 38x7	...	...	...	...	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 60	A	7	M.M	Tim SW-200	W F	...	...	I	Tim 16300	Ros	...	...	9000
Gramm HY-236	6545	236°	236	P 36x8	DP36x8	Con 16H	6-4⅜x5¾	45.94	L	PC	Pie	Per	Zen	O	A-L	A-L	D. Ful	Ful HU-16	U	4	Blo	Wis 12517KW	R F	4.00	25.2	I°	Tim 1660	Ros	198⅛	141⅛	9600
Gramm 60	4745	153°	200	S 36x6	S 36x14	Her G	4-4⅜x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm 60	4745	153°	200	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm-Bernstein 40	...	156°	176	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis	W F	9.00	96.3	B*	Shu 610	Ros	144	87¾	8360
Gramm-Bernstein 50	...	168°	188	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W F	11.75	125.7	B	Shu 610	Ros	162	97	9700
Guilder K6	5450	174	190	P 36x8	DP36x8	Her YXC2	6-4½x4¾	48.6	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 55	U	4	Spi	Tim 66700	W F	Opt.	Opt.	D	Shu 650	Ros	...	...	7850
Hahn 67H	...	151	...	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 55	A	7	Blo	Wis 1500	R F	...	...	I	Tim 16710H	Ros	110	...	8842
Hahn 67HL	...	164	184	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 55	A	7	Blo	Wis 1500	R F	...	...	I	Tim 16710H	Ros	168	...	9100
Hug 96	...	135	...	P 36x8	DP36x8	Bud DW6	6-3⅜x5	33.7	...	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 1255K	R F	8.9	53.28	A	Shu 615	Ros	112⅞	80⅞	7400
Indiana 41	...	172°	196	S 36x6	S 40x12	Her G	4-4⅜x5¾	36.1	L	PC	Pie	Lon	Str	V	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W F	10.0	95.0	B*	Shu	Ros	156	98¼	9600
Int. Harvester HS 104C	...	160°	235	S 36x6‡	S 40x14	Ha S 152	4-4⅜x5½	36.1	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C D	10.08	90.52	E*	Eat 74C	Own	120	81⅞	10595
Kleiber	5400	185	...	S 36x6‡	S 40x14‡	Con B5	4-4⅜x6	36.1	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W F	10.3	54.8	A	Tim 1730	Ros	...	...	10400
*Lange T, TA	...	147¾	167¾	P 40x8	DP40x8	Her YXC2	6-4½x4¾	48.6	L	PC	Pie	Own	Str	O	A-L	A-L	D. B-L	B-L 60 Max	A	7	Spi	Wis 1700	R F	10.06	...	B	Tim 16300	Ros	154½	99½	9200
Luedinghaus	...	160°	186	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 60	A	4	Spi	Tim 67600	W F	11.6	...	A*	Shu	Ros	144	90	9505
Maccar G1	...	186	204	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	V	Eis	D-R	D-R	B-L 60	A	4	Spi	Tim 6760D	W F	10.2	54.8	A*	Tim 17300	Ros	180	101⅜	8975

Trade Name and Model	General					Engine								Electrical System		Clutch	Gearset			Universal (Make)	Rear Axle			Gear Ratio		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	S.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low				Cab to rear of frame	Cab to rear axle	
5 Ton—Cont'd																															
Mack AC	4950	168°	.....	S 36x5	DS40x5	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	*7.54	48.4*	D*	Own AC	Own	.....	.....	.....
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	A	4	Spi	Own AK	R	F	*6.91	45.3*	G‡	Own AK	Own	.....	.....	.....
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	J	4	Spl	Own AK	C	D	.....	.....	F‡	Own AK	Own	.....	.....	.....
Master-Eagle 6-40	.....	158	.....	P 36x8	DP36x8	Her YXC	6–4⅜x4¾	45.9	L	PC	Non	.....	.....	...	A-L	A-L	D. B-L	B-L	A	7	Cle	Tim	W	F	.....	.....	I‡‡	Tim	Ros	144	.....	7100
Moreland EX6	3750	182	.....	S 36x4	S 36x8	Her WXC	6–4x4½	38.4	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 51	U	5	Cle	Tim 65704S	W	F	7.75	46.0	G‡‡	Tim 16710H	Ros	156	99	6500
Oneida E-9	.....	180	.....	S 36x8	DS40x7	Wau GU	4–5¾x6¼	46.2	L	PS	Non	Mod	Str	...	Apo	A-L	B-L	B-L 60	A	4	Pet	Tim 16760	W	F	10.1	.....	A	Tim 1730	Ros	.....	.....	9400
Oshkosh FHX	5475	146	165	S 36x8	S 36x12	Her YXC2	6–4½x4¾	48.6	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Own FH	R	F	9.6	91.2	B	Own FH	Han	114½	83½	9200
Pierce-Arrow RD	5400	162	198	S 36x6	DS36x7	Own RD	4–4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B*	Own RD	Own	139¼	78¾	8750
Rehberger D	.....	186	198	S 36x6	S 40x14	Bud BTU	4–5x6½	40.0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A*	Tim 17300	Ros	172½	109	10010
Republic 35	.....	170°	.....	S 36x6	S 36x14	Wau DU	4–4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7.67	95.5	E*	Shu	Han	145¾	92	7500
†Schacht 40	3400	174	199	P 36x8	DP36x8	Her	6–4½x5⅛	40.8	L	PC	.....	.....	Zen	...	A-L	A-L	D. Ful	Ful MGU	U	4	Spi	Wis 1427H	R	F	8.00	52.00	G	Shu 5572	Ros	Opt.	Opt.	7000
Selden 67C	.....	164	184	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	45.9	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L	A	7	Blo	Wis 1500	R	F	10.8	.....	G	Tim	Ros	132	84	9600
†Service 100ZA	5830	175	.....	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
Sterling EW 23-64 KS	.....	174	192	S 36x5	S 40x10	Wau 6KS	6–4x4¾	38.4	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 60	A	4	Har	Tim 66601D	W	F	9.5	50.82	A	Tim 16300	Han	158	97	7950
Sterling DC 23-64 KS	.....	166	180	S 36x5	S 36x12	Wau 6KS	6–4x4¾	38.4	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 55	U	4	Har	Own	C	D	.....	49.12	D	Tim 15300	Ros	147.0	86.0	7100
Stewart 27X-5-7	5700	165	235	P 36x7	P 40x7	Wau	6–4⅜x5⅛	45.9	L	FP	Wau	Own	Str	V	D-R	D-R	D. Ful	Ful	A	8	Spi	Tim	W	F	6.56	93.8	G	Eaton	Ros	136½	76⅜	9700
United 100	.....	150½	170½	S 36x6	S 40x14	Her G	4–4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A*	Shu 610	Ros	143⅛	81	8900
Walter FH	7600	Opt	136	P 40x8	DP40x8	Own 6	6–4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	9000
Ward La France 5D	.....	Opt	Opt	S 36x6	DS40x7	Wau EU	4–5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos R	A-L	D-BL	B-L 60	A	7	Spi	Tim 66702D	W	F	10.3	97.8	B‡	Tim 16302	Ros	Opt	Opt	9900
Ward La France 5B6	.....	Opt	Opt	S 36x6	DS40x7	Wau AB	6–4½x5¾	48.6	L	PC	Wau	Own	Str	G	L-N	L-N	D-BL	B-L 60	A	7	Spi	Tim 66702D	W	F	10.3	97.8	B‡	Tim 16302	Ros	Opt	Opt	11800
Whitcomb 6-wheeler	.....	Opt	Opt	P 38x9	P 38x9	Wis Z	6–4½x5	48.6	I	FP	Non	Mod	Str	O	L-N	L-N	D. Ful	Ful	U	4	Own	Own	W	F	Opt.	Opt	G	Own	Ros	.....	.....	.....
White 52	5100	174°	245	S 36x6	S 40x12	Own GRB	4–4¾x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.3	B*	Own	Own	166⅜	105⅝	9184
White 55	4765	174°	215	S 36x6‡	DS40x6	Own GRB	4–4¾x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	10.11	66.1	B*	Own	Own	167⅝	107⅛	8895
Witt-Will AA	.....	172°	192	S 36x6	DS40x7	Con B5	4–4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	7	Spl	Tim 67600	W	F	10.2	53.3	A*	Tim 1732B	Ros	139	89	9350
5½ Ton and Over																																
Acme 150	.....	192	.....	S 36x7	DS40x8	Con B7	4–5x6	40.0	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 60	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 17300	Ros	168⅝	105⅞	9650
Acme 151	.....	193	.....	S 36x7	DS40x8	Con 15H	6–4½x5¾	48.6	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L.	B-L 60	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 17300	Ros	167¾	104	10000
Amer. La France Z6½	5750	Opt	Opt	S 36x7	DS40x7	Own 5R	4–4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	.....	Opt	Opt	9600
Amer. La France U7½	6000	Opt	Opt	S 36x7	DS40x8	Own 5R	4–4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B*	Own 5R	.....	Opt	Opt	9800
Brockway BT	.....	156¼°	207⅝	S 36x6	DS40x8	Bud BBU	4–5x6½	40.0	L	PC	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 70	A	7	Spi	Tim 68700S	W	F	10.0	95.0	B‡	Tim 17300	Ros	146	84¾	11060
Chicago 70C	.....	Opt	Opt.	S 36x6	S 40x14	Wau EU	4–5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700DH	W	F	11.66	109.6	B‡	Tim 17302	Ros	Opt	Opt	10175
Chicago 36D	.....	173°	Opt	P 34x7	P 36x8	Wau KU	6–4¼x4¾	43.3	...	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 55 Max	A	7	Spi	63795H-6H	W	F	11.6	61.7	B‡‡	Tim 16300	Ros	Opt	Opt	8800
Chicago 64D	.....	168½°	Opt	S36x6	S 36x10	Wau EU	4–5x6¼	40.0	L	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	66797DH–8DH	W	F	17.1	108.2	B‡‡	Tim 17300	Ros	Opt	Opt	13000
Chicago 66D	.....	175¾°	Opt	S 36x6	S 36x12	Wau 6AB	6–4½x5¾	48.6	...	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	66797DH–8DH	W	F	17.1	108.2	B‡‡	Tim 17300	Ros	Opt	Opt	13000
Chicago 46D	.....	Opt	163	P 36x8	DP36x8	Wau KU	6–4¼x4¾	43.3	...	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	Tim65793-4DH	W	F	7.25	68.2	B‡‡	Tim 16302	Ros	.....	.....	12480
Chicago 56D	.....	Opt	175¼	P 36x8	DP36x8	Wau AB	6–4½x5¾	48.6	...	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	Tim65793-4DH	W	F	7.25	68.2	B‡‡	Tim 17300	Ros	.....	.....	12600
Clinton 120SM	.....	172	Opt	S 36x6	S 40x14	Bud BTU	4–5x6½	40.0	L	PC	Bud	Own	Zen	V	Spl	D-R	D. B-L	B-L 60	A	4	Blo	Tim 68702DHP	W	F	8.8	83.6	A*	Tim 17300	Ros	Opt	Opt	9500
Coleman F75	.....	144	184	P 42x9	DP 42x9	Bud GL	6–4½x6	48.6	L	FP	Bud	Per	Str	V	D-R	D-R	D. Ful	Ful HU16	U	8	Spi	Wis HD	R	F	8.54	175.0	E	Wis HD	Ros	168	105	11400
Coleman F75S	.....	144	184	P 42x9	DP 42x9	Bud GF	6–4⅜x6	54.2	L	FP	Bud	Per	Str	V	D-R	D-R	D. Ful	Ful HU16	U	8	Spi	Wis HD	R	F	8.54	175.0	E	Wis HD	Ros	168	105	11500
†Commerce 100ZB	5830	175	.....	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10 0	95.0	B	Tim 16302	Ros	144	94½	9600
*Diamond T-1600 6 whl	.....	174½	210	P 36x8	DP36x8	Her YXC3	6–4⅝x4¾	51.3	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	B-L 60 Max	A	7	Spi	Tim	W	F	9.33	88.6	6†‡	Tim	Ros	.....	.....	11700
Diamond T-2500 6 whl	.....	194°	214	S 36x7	S 36x12	Wau 6RB	6–5x5¾	60.0	L	PC	Wau	G&O	Zen	G	Bos-A	A-L	D. B-L	B-L 70	A	7	Spi	Tim	W	F	9.67	91.8	G°	Tim	Ros	.....	.....	13000
Fageol 10-66A	8850	229½	.....	P 36x6	DP36x6	Wau AB	6–4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	6.87	123.4	B°	Tim 17300	Ros	213½	147¾	12870
Fageol 10-66-C	9100	231½°	.....	P 36x6	DP36x6	Wau AB	6–4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 66700	W	F	6.87	123.4	B°	Tim 17300	Ros	213½	149¾	13700
*Federal X8	.....	162	186	S 36x6‡	S 40x14‡	Con B7	4–5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700DP	W	F	11.6	110.2	B‡	Own	Gem	151	87	9750
F.W.D. X6	6500	170	.....	P 36x8	P 36x8	Wau	6–4¼x4¾	43.3	L	PC	Wau	Per	Zen	V	Eis	Non	O. H-S	Own	A	5	Blo	Own X	B	F	8.9	88.6	B	Own M	Ros	180	137	9500
Freeman GL	.....	144°	.....	P 38x9	DP38x9	Bud GL6	6–4½x6	48.6	L	FP	Bud	Lon	Str	E	Bos-R	Bos-R	D. Ful	Ful HU16	U	8†	Cle	Own	I	F	8.53	155.4	E	Own	Woh	.....	.....	.....
†Garfod 100ZB	5830	175	.....	S 36x6	S 40x14	Bud BA6	6–4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
*Gen. Mot. T60S-6101	3960	140¾°	200¾	P 38x7	DP38x9	Buick	6–3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	A	4	Spi	Tim 66704N	W	F	10.33	63.80	G*	Eat 526F	Jac	100	59¾	6703
Gen. Mot. K102-6001	4250	160	184	S 36x6	S 40x14	Own 89	4–4½x6½	32.4	L	FP	K.P.	McC	Zen	V	Eis	D-R	D. Own	Mun	A	7	Own	Tim 67600	W	F	10.0	86.3	A‡	Tim 1732	Jac	144	87⅝	9245
Gotfredson W104A	.....	169	193	S 36x6	DS40x8	Bud BBU	4–5x6½	40.0	L	PC	Pie	Lon	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11.66	110.77	B	Tim 17302	Ros	.....	.....	12000
Gotfredson W106A	.....	173	196⅝	S 36x6	DS40x8	Bud GL6	6–4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	B	Tim 17302	Ros	.....	.....	12400
Gramm 60	4745	153°	200	S 36x6	S 36x14	Her G	4–4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm 60	4745	153°	200	S 36x6	S 36x14	Lyc TS	6–3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm-Bernstein 50	.....	168°	188	S 36x6	DS40x6	Con B7	4–5x6	40.0	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W	F	11.75	125.7	B	Shu 610	Ros	162	97	9700
†G-P 92-SW	.....	Opt.	Opt.	P 40x8	DP40x8	Wau 6AB	6–4½x5¾	48.6	L	FP	Wau	Chi	Str	V	Bos-R.	A-L	D. B-L	B-L 70	A	7	M.M.	Tim SW300	W	F	8.50	.....	I	Tim 17300	Ros	.....	.....	12500
†G-P 100-SW	.....	Opt.	Opt.	P 36x8	DP38x9	Wau 6RB	6–5x5¾	60.0	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 70	A	7	M.M.	Tim SW400	W	F	.....	41.2	I	Tim 17300	Ros	.....	.....	16000
Guilder L 6-7	5650	170	.....	S 36x6	S 40x14	Bud BTU	4–5x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1500	R	F	9.10	.....	A*	Shu 650	Ros	.....	.....	9600
Hendrickson SSW	6100	Opt	Opt	P 36x8	P 36x8	Bud BA6	6–4⅛x5⅛	40.8	L	FP	Bud	Chi	Zen	V	Spl	A-L	D. B-L	B-L 60	A	7	Blo	Own	W	F	8 25	78.38	G‡	Tim 16302	Ros	Opt	Opt	8450
Hendrickson MSW	6400	Opt	Opt	P 38x7	DP38x7	Bud BA6	6–4⅛x5⅛	40.8	L	FP	Bud	Chi	Zen	V	Spl	A-L	D. B-L	B-L 60	A	7	Blo	Own	W	F	Opt	.....	G‡‡	Tim 16302	Ros	Opt	Opt	10800
Hendrickson SW10	6900	Opt	Opt	S 36x7	S 40x12	Wau EU	4–5x6¼	40.0	L	FP	Wau	Chi	Zen	V	Spl	Bos-R †	D. B-L	B-L 70	A	7	Blo	Own	W	F	10.25	96 35	G‡	Tim 17300	Ros	Opt	Opt	11700
Hendrickson SW610	7300	Opt	Opt	S 36x7	S 40x12	Bud GL6	6–4½x6	48.6	L	FP	Bud	Chi	Zen	V	Spl	Bos-R †	D. B-L	B-L 70	A	7	Blo	Own	W	F	10.25	96.35	G‡	Tim 17300	Ros	Opt	Opt	13000
Indiana 641-7	.....	184°	208	S 36x6	S 40x12	Wis Z	6–4½x5	48.6	H	FP	K-P	Lon	Str	V	Eis	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	B*	Shu 610	Ros	156	98¼	10000
†Indiana 290	.....	182	212	P 38x7	S 40x14	Con 16H	6–4¾x5¾	54.2	L	FP	Pie	Lon	Str	E	L-N	L-N	B-L	B-L 70	A	7	Spi	Tim 68703D	W	F	.....	.....	I°	Shu 678-5	Ros	162	99⅛	10750
†Indiana 640-6whl	.....	212	224	P 38x7	S 36x12	Con 16H	6–4¾x5¾	54.2	L	FP	Pie	Lon	Str	E	L-N	L-N	B-L	B-L 70	A	7	Spi	Tim SW-400	W	F	.....	.....	I°	Shu 655-18	Ros	216	129½	14000

Kenworth 10 ton	5975	181	Opt	S 36x7	DS40x8	Wau GU	4-5⅜x6¼	46.2	L	FP	Non	Per	Str	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.0	95.0	B*	Tim 17300	Ros	Opt.	Opt.	10000
Le Moon H60	6200	192	192	S 36x6	S 36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	V	A-L	A-L	D. B-L	B-L 60	A	7	Opt	Wis 4600	W	F	8.25	78.37	G	Tim 16302	Ros	162	105	10000
Le Moon H100	7300	180	180	S 36x7	S 40x12	Wau 6AB	6-4½x5¾	48.6	...	FP	Wau	Chi	Str	V	L-N	L-N	D. B-L	B-L 70	A	7	Spi	Tim 66791	W	F	9.66	90.8	G	Tim 17302	Ros	130	93	13000
*Maccar 126-6 Wheel-6		180 13/16	221 13/16	P 36x8	P 36x8	Buda BA-6	6-4⅛x5⅛	41.0	L	PC	Pie	Per	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	.....	.....	W	...	6.4	78.4	G‡	Tim 16302	Ros	.....	.....	9200
Mack AC7½	6000	168°	.....	S 36x7	DS40x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5*	67.1	D*	Own AC	Own	.....	.....	.....
Mack AP7½	9500	191	.....	S 36x7	DS40x8	Own AP	6-5x6	60.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	.....	Opt	D‡	Own AC	Own	.....	.....	.....
Mack AC 6-wheel 10	7500	.....	.....	S 36x7	S 40x12	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	.....	Opt	D	Own AC	Own	.....	.....	.....
Mack AP 6-wheel 10	1200	.....	.....	S 36x7	S 40x12	Own AP	6-5x6	60.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AP	J	4	Spi	Own AC	C	D	.....	Opt	A	Own AC	Own	.....	.....	.....
Moreland ED6	4900	196	.....	P 36x8	P 36x8	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 51	U	5	Cle	Own	W	F	8.75	52.2	G‡	Tim 16300	Ros	168	113	8500
Moreland H6	4650	196	.....	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Lon	Zen	O	A-L	A-L	D. Own	B-L 55	A	7	Cle	Tim 66702W	W	F	8.66	82.33	A‡	Tim 16700H	Ros	168	113	8000
Moreland HDS6	5850	220	.....	S 36x6	S 36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Lon	Zen	O	A-L	A-L	D. Own	B-L 60	A	7	Cle	Own	W	F	8.5	81.0	G‡	Tim 16300	Ros	196	137	10500
Moreland SD6	6450	221	.....	S 36x7	S 36x10	Her YXC2	6-4½x4¾	48.6	L	PC	Non	Own	Zen	O	A-L	A-L	D. Own	B-L 60	A	7	Cle	Own	W	F	9.33	89.0	G‡	Tim 17300	Ros	216	135	11500
Moreland TD6	8000	221	.....	S 36x7	S 36x10	Con 15H	6-4½x5¾	48.6	L	FP	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 70	A	7	Cle	Own	W	F	10.33	98.5	G‡	Tim 17300	Ros	240	135	12500
Oneida 10-6-Wheel	.....	.....	.....	P 36x6	P 36x8	Wau 6KU	6-4¼x4¾	43.3	...	.....	.....	.....	Str	...	.....	.....	D.	B-L	U	7	She	Tim	...	...	.....	.....	...	Tim	.....	.....	.....	.....
Oneida 15-6-Wheel	.....	.....	.....	P 36x6	P 36x8	Wau 6AB	6-4½x5¾	48.6	...	.....	.....	.....	Str	...	.....	.....	D.	B-L	U	7	She	Tim	...	...	.....	.....	...	Tim	.....	.....	.....	.....
Pierce-Arrow RF7½	5600	168	204	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B*	Own RF	Own	139¼	84¾	9540
†Schacht 65	....	160	198	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	Pie	Own	Zen	G	Bos-A	.....	D. B-L	B-L 60	A	7	Spi	Own	R	F	10.3	65.0	A‡	Own	Own	152	95 1/16	9000
Schacht Series 70	....	168	200	S 36x7	DS40x8	Wau SRL	6-4⅜x5⅛	45.9	L	FP	Han	Own	Zen	G	Bos-A	Non	D. B-L	B-L 70	A	7	Spi	Own	W	F	14.0	88.2	A‡	Own	Ros	152	82 3/16	10500
Selden 77	....	170	220	P 36x8	DS36x6	Con 16H	6-4¾x5¾	54.15	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	Blo	Wis	W	F	.....	.....	A‡	Shu	Ros	216	139	11800
†Service 100ZB	5830	175	.....	S 36x6	S 40x14	Bud BA-6	6-4⅛x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
Standard 5-7	....	165°	180	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 68700SP	W	F	6.86	83.6	A	Tim 17300	Ros	144	93 13/16	8700
Sterling EW27-64SRL	....	174	192	S 36x6	S 40x14	Wau 6SRL	6-4⅜x5⅛	46.0	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 60	A	4	Har	Tim 68700	W	F	10.0	53.50	A	Tim 16300	Han	158	97	9765
Sterling DC26-64SRL	....	166	180	S 36x5	S 40x12	Wau 6SRL	6-4⅜x5⅛	46.0	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 55	U	4	Har	Own	C	D	.....	49.12	D	Tim 16300	Ros	147	86	7730
Sterling DC27-64HB	....	174	188	S 36x6	S 40x12	Wau 6HB	6-4¼x5¾	43.3	L	FP	Wau	Per	Zen	V	.....	L-N	D. B-L	B-L 55	U	4	Har	Own	C	D	.....	49.12	D	Tim 16300	Ros	147	86	7825
Sterling EC29-66AB	....	182	200	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	48.6	L	FP	Wau	Hex	Zen	V	.....	L-N	O. H-S	Own	A	6	Har	Own	C	D	.....	59.77	A	Tim 17300	Han	158	97¼	10380
Sterling EC35-66AB	....	182	200	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	48.6	L	FP	Wau	Hex	Zen	V	.....	L-N	O. H-S	Own	A	6	Har	Own	C	D	.....	59.77	A	Tim 17300	Han	158¼	97¼	10930
United 100	....	151	.....	S 36x6	S 40x14	Her G.	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A*	Shu 610	Ros	.....	.....	8900
U. S. T.	4500	172°	186	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	PC	Sim	Own	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 68700S	W	½	10.2	54.8	B‡	Shu 655	Lav	168	103	9700
Walter FHR	7600	Opt	172	S 40x8	DS40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	10000
Ward La France 7D	....	Opt	Opt	S 36x7	DS40x8	Wau GU	4-5⅜x6¼	46.2	L	PC	Wau	Own	Str	G	Bos-R	A-L	D. B-L	B-L 60	A	7	Spi	Tim 68700D	W	F	10.3	97.8	B‡	Tim 17300	Ros	Opt	Opt	10500
Ward La France 7B6	....	Opt	Opt	S 36x7	DS40x8	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Str	G	L-N	L-N	D. B-L	B-L 70	A	7	Spi	Tim 68700D	W	F	10.3	96.8	B‡	Tim 17300	Ros	Opt	Opt	11000
White 52	5100	174°	245	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Own	V	.....	L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.3	B*	Own	Own	166⅛	105⅝	9184
Wiitt-Wil AS	....	172°	220	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.25	.....	A*	Tim 1732B	Ros0	139	89	950

Gasoline Tractor-Trucks

Amer. La France 5 Ton.	3950	131	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B*	Own 2R	.....	95⅝	63⅝	6400
Amer. La France 7 Ton.	4950	133	133	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B*	Own 3R	.....	96¾	66¼	8400
Amer. La France 10 Ton.	5500	133	133	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	.....	96¾	66¼	9400
Amer. La France 13 Ton.	5750	133	133	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	.....	96¾	66¼	9500
Amer. La France 15 Ton.	6000	133	133	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B*	Own 5R	.....	96¾	66¼	9700
Armleder 30	....	115	.....	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	½	8.8	47.8	A	Tim	Ros	.....	.....	4100
Armleder 50	....	116	.....	S 36x4	S 36x8	Bud EBU-1	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	Ros	.....	.....	5100
Armleder 70	....	119	.....	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Tim	W	F	12.0	64.2	A	Tim	Ros	.....	.....	7000
*Autocar HT	3750	99	137	S 34x5	S 36x10	Own*	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Lon	Own T	U†	4	Spi	Own H	R	F	8.5	53.9	A	Own J	Ros	91¾	59	5800
*Autocar SHT	4000	104	137	S 34x5	S 36x10	Own*	6-4⅛x4¾	40.8	L	PC	Han	Own	Str	G	Bos-R	L-N	P. Lon	Own T	U†	4	Spi	Own H	R	F	8.5	53.9	A	Own J	Ros	96¾	64	5800
Autocar HST	4100	99	137	S 34x6	S 36x12	Own*	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Lon	Own T	U†	4	Spi	Own J	R	F	9.89	62.7	A	Own J	Ros	91¾	61	6900
Autocar SHST	4400	104	137	S 34x6	S 36x12	Own*	6-4⅜x4¾	45.9	L	PC	Han	Own	Str	G	Bos-R	L-N	P. Lon	Own T	U†	4	Spi	Own J	R	F	9.89	62.7	A	Own J	Ros	96¾	66	7000
†Autocar SCMT	5000	142	.....	S 34x7	S 36x14	Own	6-4½x4¾	48.6	L	PC	Han	Own	Str	V	Bos-R	L-N	P. Lon	Own B	A	4	Spi	Own M	R	F	8.89	72.1	B	Own CL	Ros	92	61	8600
*Diamond T 302-2	....	135½	.....	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	.....	.....	G†	Cla	Ros	86¼	.....	4500
Diamond T 502-2½	....	141⅛	.....	P 34x7	DP 34x7	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Tim	W	F	.....	.....	6†‡	Tim	Ros	92	.....	5700
Diamond T 550-2½	....	128½	.....	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	.....	.....	6†‡	Cla	Ros	80⅝	.....	5300
*Diamond T 602—3 Ton	....	149½	.....	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	B-L	A	4	Spi	Tim	W	F	.....	.....	6†‡	Shu	Ros	96⅛	.....	7300
Gen. Mot. T-19-3-4 ton	990	127¾	.....	P 30x5	DP30x5	Pontiac	6-3 5/16x3⅞	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	½	6.83	37.95	G*	Tim 11710N	Jac	91	52¼	2875
Gen. Mot. T-30-4-6 ton	1520	136	.....	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Eat 1616	S	½	6.43	32.70	G*	Own	Jac	101	58	3957
Gen. Mot. T-42. 6-8 ton	1805	136	.....	P 32x6	DP32x6	Buick	6-3 5/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Own	S	½	7.13	36.20	G*	Own	Jac	101	58	4435
Gen. Mot. T-60 8-12ton	3175	140	.....	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 65706N	W	F	10.67	65.9	G*	Eat 526F	Jac	100	59	6208
Gen. Mot. T60S.10-15T	3975	140¾	.....	P 38x7	DP38x9	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 66704N	W	F	12.33	76.20	G*	Eat 526F	Jac	100	59¾	6703
Gramm B-118-3 ton	1445	118	174	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Per	Zen	O	A-L	A-L	P. Jon	Cov A-4	U	4	Blo	Tim 54000	B	F	.....	.....	I‡	Col 4003	Ros	.....	38⅜	3875
Gramm C-122-4 ton	1845	122	196	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W-4-C	U	4	Blo	Tim 56000	B	F	.....	.....	I‡	Col 4003	Ros	.....	39¼	4820
Gramm D-122-5 ton	2045	122	196	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W-4-C	U	4	Blo	Wis 4626-L	R	F	.....	.....	I‡	Col 5500	Ros	.....	39¼	5020
Gramm E-118-6 ton	2845	118	196	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W-4-C	U	4	Blo	Wis 6617-B	R	F	.....	.....	H*	Col 5500	Ros	.....	42¼	5200
Gramm 45-10 ton	4045	153°	200	S 36x5‡	S 36x12‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D Ful	Ful H	A	4	Blo	Wis 1450	R	F	7.08	79.0	B*	Wis 30	Ros	138	83¾	7600
Gramm 45-10 ton	4045	153°	200	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	79.0	B*	Wis 30	Ros	138	83¾	7600
Gramm 60-15 ton	4795	153°	200	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B*	Wis 30	Ros	138	83¾	8700
Gramm 60-15 ton	4795	153°	200	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B*	Wis 30	Ros	138	83¾	8700
†Indiana 290	....	146	.....	P 38x7	S 40x14	Con 16H	6-4¾x5¾	54.2	L	FP	Pie	Lon	Str	E	L-N	L-N	B-L	B-L 70	A	7	Spi	Tim 68703D	W	F	.....	.....	I°	Shu 678-5	Ros	162	99⅛	10750
Int. Harvester HS-54	....	130	200	S 36x5	S 36x8	HaS 151	4-4¼x5½	28.9	H	PC	HaS	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Eat 54	R	F	6.85	60.49	E*	Eat 54F	Own	88½	55¼	7675
Int. Harvester HS-54-C	....	130	200	S 36x5	S 36x10	HaS 151	4-4¼x5½	28.9	H	PC	HaS	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	7.22	63.75	E*	Eat 54F	Own	84 7/16	55¼	7900
Int. Harvester HS-74	....	144	235	S 36x6	S 40x12	HaS 152	4-4¾x5½	36.1	H	PC	HaS	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Eat 74	R	F	7.85	70.49	E*	Eat 74F	Own	101	65⅞	9530
Int. Harvester HS-74-C	....	146	235	S 36x6	S 40x12	HaS 152	4-4¾x5½	36.1	H	PC	HaS	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	8.81	79.11	E*	Eat 74F	Own	95⅞	67⅝	9955
Int. Harvester HS-104-C	....	146	235	S 36x6	S 40x14	HaS 152	4-4¾x5½	36.1	H	PC	HaS	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	10.08	90.52	E*	Eat 74F	Own	95⅞	67⅝	10425
Kleiber 22DD-6 wh	5000	192°	.....	P 32x6	DP32x6	Cont 18R	6-4x4½	38.4	H	FP	Non	Own	Str	V	Bos-R	Bos	B-L	55-7	A	7	Sp-Bl	Tim SW1004	W	F	7.33	69.63	G†	Tim 15703H	Ros	168	Opt	9400
Kleiber 28DD-6 wh	6500	201°	.....	P 34x7	DP34x7	Cont 20R	6-4⅛x4¾	40.0	H	FP	Non	Own	Str	V	Bos-R	D-R	B-L	60-7	A	7	Sp-Bl	TimSW200Tw	W	F	7.75	73.62	B°	Tim 16302	Ros	180	Opt	10060
Kleiber 34DD-6 wh	7500	210°	.....	P 36x8	DP36x8	Cont 21R	6-4⅜x4¾	45.9	H	FP	Non	Own	Str	V	Bos-R	D-R	B-L	70-7	A	7	Sp-Bl	TimSW300W	W	F	9.33	88.63	B°	Tim 16302	Ros	180	Opt	11900
Kleiber 34DDT-6 wh	9000	215°	.....	P 36x8	DP36x8	Bud GF6	6-4¾x6	54.1	L	FP	Non	Own	Str	V	Bos-R	D-R	B-L	70-7	A	7	Sp-Bl	TimSW400W	W	F	10.33	98.13	B°	Tim 17300	Ros	204	Opt	13650
Mack AB 5-6 Ton	3400	122½	.....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	10.5*	51.1*	B*	Own AB	Own	.....	.....	.....
Mack AK 7-10 Ton	5150	128	.....	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	...	Bos-R	N-E‡	P. Own	Own AK	J	4	Spi	Own AK	C	D	.....	.....	F‡	Own AK	Own	.....	.....	.....
Mack AP 15 Ton	9500	147	.....	S 34x7	DS36x7	Own AP	6-5x6	60.0	L	PS	Own	Own	Str	...	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	.....	.....	D	Own AC	Own	.....	.....	.....
Mack AC 7-10 Ton	4950	128	.....	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.1	58.0*	D*	Own AC	Own	.....	.....	.....
Mack AC 11-14 Ton	5500	128	.....	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.7	62.2*	D*	Own AC	Own	.....	.....	.....
Mack AC 15 Ton	6000	128	.....	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	11.5	73.5*	D*	Own AC	Own	.....	.....	.....
Oneida SFF-10	....	Opt	.....	P 36x8	P 36x8	Wau 6KU	6-4¼x4¾	43.3	L	PC	Wau	Per	Str	V	A-L	A-L	B-L	B-L 60	A	7	Blo	Wis 7500	W	F	8.25	78.38	G*	Tim 16302	Ros	Opt	Opt	10025
Oneida SFF-15	....	Opt.	.....	P 38x9	P 38x9	Wau 6AB	6-4½x4¾	48.8	L	PC	Wau	Per	Str	V	A-L	A-L	B-L	B-L 60	A	7	Blo	Wis 8000	W	F	10.25	96.35	G*	Tim 16302	Ros	Opt	Opt	10550
Pierce-Arrow XB	3750	140	140	S 36x5	S 36x5	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	50.2	A*	Own	Own	99 1/16	70 13/16	6180

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Trade Name and Model	General					Engine									Electrical System		Clutch	Gearset				Rear Axle			Gear Ratio			Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size		Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System		Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universal (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location			Cab to rear of frame	Cab to rear axle	
				Front (inches)	Rear (inches)								Carburetor (Make)	Fuel Feed																		
Pierce-Arrow RD	5400	133	133	S 36x6	S 36x6	Own RD	4–4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B*	Own	Own	92¼	63¾	8650
Pierce-Arrow RF	5600	132	132	S 36x6	S 36x7	Own RF	4–4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B*	Own	Own	92¼	63¾	9340
†Relay 40	3240	138	.....	P 36x6	DP36x6	Bud DS-6	6–3⅜x5	31.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Own 30	R	F	6.45	34.5	G	Tim 14704H	Han	.....	.....	5300
†Relay 60	4480	142	.....	P 36x6	S 36x12	Bud BUS	6–4x5¼	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Own 60	R	F	7.88	58.5	G	Tim 1573H	Han	.....	.....	7350
Schacht 5 Ton	....	130	.....	S 34x5	S 34x10	Wau XK	6–3¾x4½	33.7	L	PC	.....	Own	Zen	G	L-N	L-N	D. Ful	Ful	U	4	Spi	Own	R	F	9.42	45.22	G	Own	Ros	.....	.....	6200
Schacht 7 Ton	....	130	.....	S 36x5	S 36x12	Wau KU	6–4¼x4¾	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	Ful	U	4	Spi	Own	R	F	10.3	65.0	B	Own	Own	.....	.....	7500
Schacht 13 Ton	....	130	.....	S 36x6	DS40x7	Wau SRL	6–4⅝x5⅛	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spi	Own	W	F	14.0	88.2	B	Own	Ros	.....	.....	10000
Schacht 15 Ton	....	130	.....	S 36x7	DS40x8	Wau SRL	6–4⅝x5⅛	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spi	Own	W	F	14.0	88.2	B	Own	Ros	.....	.....	10600
Walter FK	6100	Opt	118	P 40x8	P 40x8	Own 6	6–4¼x4¾	48.4	L	PC	Own	Own	Zen	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	108	78	7500
Walter FH	7600	Opt	136	P 40x8	DP40x8	Own 6	6–4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	9000
Walter FHR	7600	Opt	172	S 40x8	DS40x8	Own 6	6–4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D.R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	10000
White 52T	4700	129½	129½	S 36x5‡	DS40x5	Own GRB	4–4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	11.7	76.5	B*	Own	Own	94⅝	62⅝	8236
White 51A	3875	134	134	S 36x5‡	S 36x8‡	Own GRB	4–4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	S	½	7.14	46.7	B*	Own	Own	80	48½	.6045

KEY OF ABBREVIATIONS

For addresses of manufacturers listed below see Chilton Catalog and Directory

Wheelbase

*More than one wheelbase furnished.

Tires

B—Balloon.
P—Pneumatics standard equip.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual solids.
*—Tires at extra cost.
‡—Pneumatics can be furnished at extra cost.

Engine

*Models also furnished with engine under seat.
Bud—Buda Co.
Con—Continental M. Corp.
D—Head and Side.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
I—In Head.
Jackson—Master M. T. Mfg. Co.
L—L-Head.
Lyc—Lycoming M. Corp.
PC—Pressure to all crankshaft and connecting-rod bearings.
PG—Pump, Gravity & Splash.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.
X—Sleeve.

Governor

Dup—Eisemann Magneto Corp.
Han—Handy Gov. Co.
K. P.—Handy Gov. Co.
McC—E. R. Klemm.
Mon—Monarch Gov. Co.
Non—Not Supplied.
Pha—Bethlehem Fabricators, Inc.
Pie—Pierce Governor Co.
Sim—Eisemann Magneto Corp.
Wau—Waukesha M. Co.

Radiator

Bow—Bowerbank, E. R. Co.
Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G. & O. Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Co.
McC—McCord Rad. & Mfg. Co.
McK—McKinnon Dash Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
U. S.—U. S. Cartridge Co.
You—Young Rad. Co.

Fuel System

B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
E—Electric Pump.
G—Gravity.
Joh—Johnson
Mar—Marvel Carbureter Co.
O—Mechanical Pump.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

Electrical Systems

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Bos-A—Am. Bosch Magneto Co.
Bos-R—Rob. Bosch Magneto Co.
Con.—Conn. Tel. & Elec. Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Exi—Electric S. B. Co.
Gor—R. J. Gorman Co., Inc.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Pol—Prest-O-Lite Co.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.
USL—USL Battery Corp.
Ves—Vesta Battery Corp.
Wil—Willard S. B. Co.

Clutch and Gearset

*—Other ratios optional.
†—Auxiliary two-speed transmission optional.
A—Amidships.
B & B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear & Mach. Co.
D—Disk.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co.
M. M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill. Mach. Co.
U—Unit with Engine.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

Universal

B.G.—Universal Machine Co.
Blo—Blood Bros. Mach. Co.
Cle—Cleveland St. Prod. Corp.
Har—Spicer Mfg. Co.
M-E—Merchant & Evans Co.
M. M.—Mechanics Machine Co.
Pet—Cleveland Univ. Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
Sp-Bl—Spicer and Blood Bros.
The—Thermoid Rubber Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.

Front and Rear Axles

*—Two speed
½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle & Spring Co.
Shu—Shuler Axle Co., Inc.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle & Spring Co.
W—Worm.
Wis—Wisconsin Axle Co.

Brake

A—Rear Wheels only.
B—Driveshaft and Rear Wheels.
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel Brakes with emergency on jackshaft.
G—4-Wheel Brakes with emergency on driveshaft.
H—4-Wheel Brakes with emergency on rear wheels.
I—4-Wheel Brakes with emergency on propeller shaft.
J—Driveshaft.
K—Service & Emergency Brakes on four wheels.

Service Brake Type

*—Mechanical.
†—Hydraulic.
‡—Vacuum Booster.
°Compressed Air.

Steering Gear

CAS—Columbus G. & P. Co.
D-G—Detroit Gear & Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear, Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.